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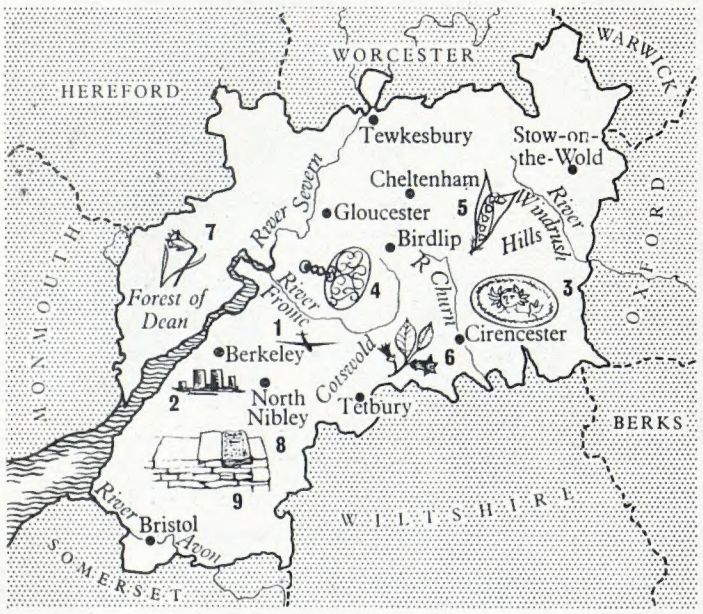
Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

Painted by David Gentleman

Shell guide to GLOUCESTERSHIRE



A county divided by the wide gleam of the Severn – on one side the Forest of Dean, on the other the Cotswold uplands, the sheep, the dry walls, the stone-chambered neolithic long barrows, the country of Roman villas (farm estate buildings) and tall churches founded by medieval wool merchants. Here gliders (1) use the updraught along the Edge – the escarpment of Cotswold; and against the dividing river stand the rectangular masses of the new atomic power-station (2) at Berkeley where Edward Jenner, the discoverer of vaccination, was born in 1749.

From the museum at Cirencester, second city of Roman Britain, comes the mosaic figure of Ceres (3), corn goddess who presided over Cotswold harvests; from the Gloucester Museum, the famous Birdlip Mirror (4), Celtic art of the 1st century A.D. The flowers mark the two main divisions of the county, the wild Lilies of the Valley (5) and the Deadly Nightshade (6) belonging to the Cotswold limestone, the wild Daffodils (7) belonging to mile upon mile of meadow and woodland under the heights of Dean (where the Romans delved for iron ore). Gloucestershire's most influential native has no doubt at all been William Tyndale, reformer and Bible translator, born about 1495, reputedly at North Nibley, burnt at the stake in Belgium in 1536, the words of whose Bible translations are still used daily by millions of men. Here is the title page (8), against a dry-stone wall (9) of his own Cotswolds, of an early edition of Tyndale's New Testament, which had first been printed abroad in 1525 or 1526.

The "Shell Guide to Wild Life", a monthly series depicting animals and plants in their natural surroundings, which gave pleasure to so many people, is published in book form by Phoenix House Ltd at 7/6. The "Shell Guide to Trees" and "Shell Guide to Flowers of the Countryside" are also available at 7/6 each. On sale at bookshops and bookstalls.

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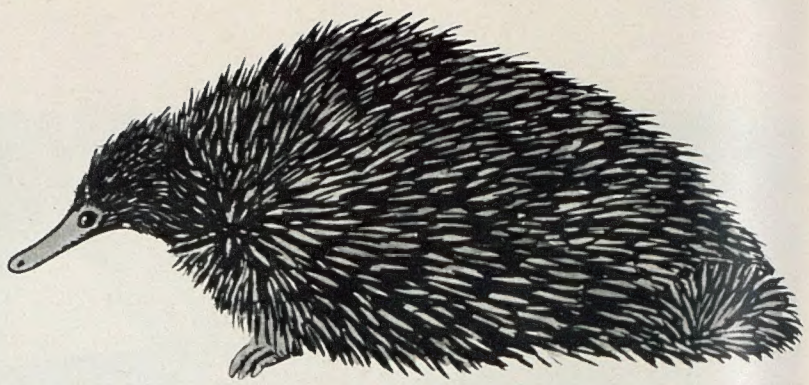

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Volume CCXLVIII No. 3224

THE SPHERE

LONDON, March 17, 1962

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CONFETTI FOR THE PRINCE

Prince Philip, Duke of Edinburgh, is showered with confetti as he walks through the old quarter of La Paz, the capital of Bolivia. He arrived there on his South American tour after visiting Peru. One of his engagements in Bolivia was to drive through swirling snow up a twisting mountain track to the United Nations cosmic ray measuring station which is situated 17,200 ft. up in the Andes and is said to be the highest in the world. From Bolivia the Prince went on to Chile and last weekend was due in Paraguay

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NEWS SUMMARY

Tripartite prelude to Geneva disarmament conference; by-elections in Britain and the announcement of a Federal general election in Central Africa; Anglo-Haitian diplomatic rupture

INTERNATIONAL

The Foreign Ministers of Britain, the United States and Russia met in **Geneva** last weekend for their talks before the opening of the seventeen-nation Disarmament Conference, which was scheduled to start on March 14. In their preliminary conversations, Lord Home, Mr. Rusk, Mr. Gromyko and their advisers were reported to have discussed not only nuclear and general disarmament but also **Berlin.**

A series of broad principles which could be the basis for complete disarmament were set out in the joint U.S.-U.S.S.R. statement of September 20 as result of their bilateral talks on the subject. However, experience over the past ten years has revealed great differences between East and West about how a phased disarmament programme should be planned.

Gary Powers, the American U2 pilot, who was imprisoned in Russia, holds a model of his aircraft as he testifies before a Senate Committee in Washington. He was praised for his conduct after his plane came down in May 1960

Regarding Berlin, it was understood Lord Home and Mr. Rusk complained to Mr. Gromyko about Soviet interference with radar communications in the air corridors to the West Sectors.

An international conference complementary to general disarmament talks published its report last week. Leading economists from Britain, the U.S.A., Russia, France, India, Pakistan, Sudan, Venezuela, Poland and Czechoslovakia were asked by the United Nations to consider the economic and social consequences of general disarmament. They unanimously agreed that in that event no country "need fear a lack of useful employment opportunities" for the more than 50,000,000 people at present estimated to be concerned directly or indirectly with armed forces.

GREAT BRITAIN

In the **Lincoln** by-election last week, the Labour candidate, Mr. Dick Taverne, was returned after a four-cornered contest. His majority in a 75 per cent. poll over his nearest opponent, a Conservative, was 7,652, compared with the Labour majority in the last General Election of 4,489. Three more by-elections were being decided this week, **Blackpool North, Orpington** and **Middlesbrough East.**

The newly-formed National Economic Development Council met in **London,** for the first time last week, under the presidency of Mr. Selwyn Lloyd. It will meet again in May to consider its proposed plan of action. The purpose of the council is to influence Government policy "at the formative stage."

Figures on crimes of violence in London are given in a survey to be published by the Cambridge Institute of Criminology this autumn. The present survey concludes that (1) the proportion of immigrants from the Republic of Ireland and the West Indies convicted of crimes of violence is much greater than that found in the indigenous population and (2) immigrants accounted for 70 per cent. of the increase in crimes of violence by adults between 1950 and 1960.

By last Monday, four people had died in the outbreak of small-pox in South Wales. Another twenty-two people were in hospital with either confirmed or suspected small-pox. Mass vaccinations were carried out.

RHODESIA AND NYASALAND

In the Federal capital, **Salisbury,** Sir Roy Welensky, the Federal Prime Minister, announced the dissolution of the Federal Parliament. Elections for a new Assembly would be held on April 27. Sir Roy said that he was seeking a mandate to prevent the break-up of Federation. The Federal Assembly consists of fifty-nine members, of whom forty-four are elected ordinarily. Franchise qualifications exclude, according to the Monckton Report, all but 3,000 African voters. The other voters, mostly European, numbered 90,000 in the 1958 election. Sir J. Moffat (leader of Northern Rhodesia's Liberal Party), and Mr. Kaunda and Dr. Banda (leaders of Northern Rhodesia's United National Independence Party and Nyasaland's Malawi Party respectively) all said they would boycott the election. Sir Edgar Whitehead, the Southern Rhodesian Prime Minister, said that he regretted Sir Roy's decision. He had returned from London where he had been having talks with the British Government, believed to be on the possibility of a looser form of Federation.

In Northern Rhodesia, after a meeting of UNIP leaders in **Lusaka,** Mr. Kaunda said that his party considered that the Maudling proposals for the Northern Rhodesian Constitution would be unworkable, but that they would take part in the election, to be held under the Constitution, probably before next October. Mr. Kaunda later called off proposed strike action, as well as the non-violent freedom march for which preparations had been made to enter the Federation from Tanganyika.

WEST GERMANY

It was announced in **Bonn** that Dr. Hans Kroll, the West German Ambassador in Moscow, would shortly be relinquishing his post to become "adviser to the Federal Government on eastern policy questions." Dr. Kroll had been the centre of a controversy after German newspapers had alleged that he had been advocating policies towards Russia different from those of the Federal Government.

HAITI

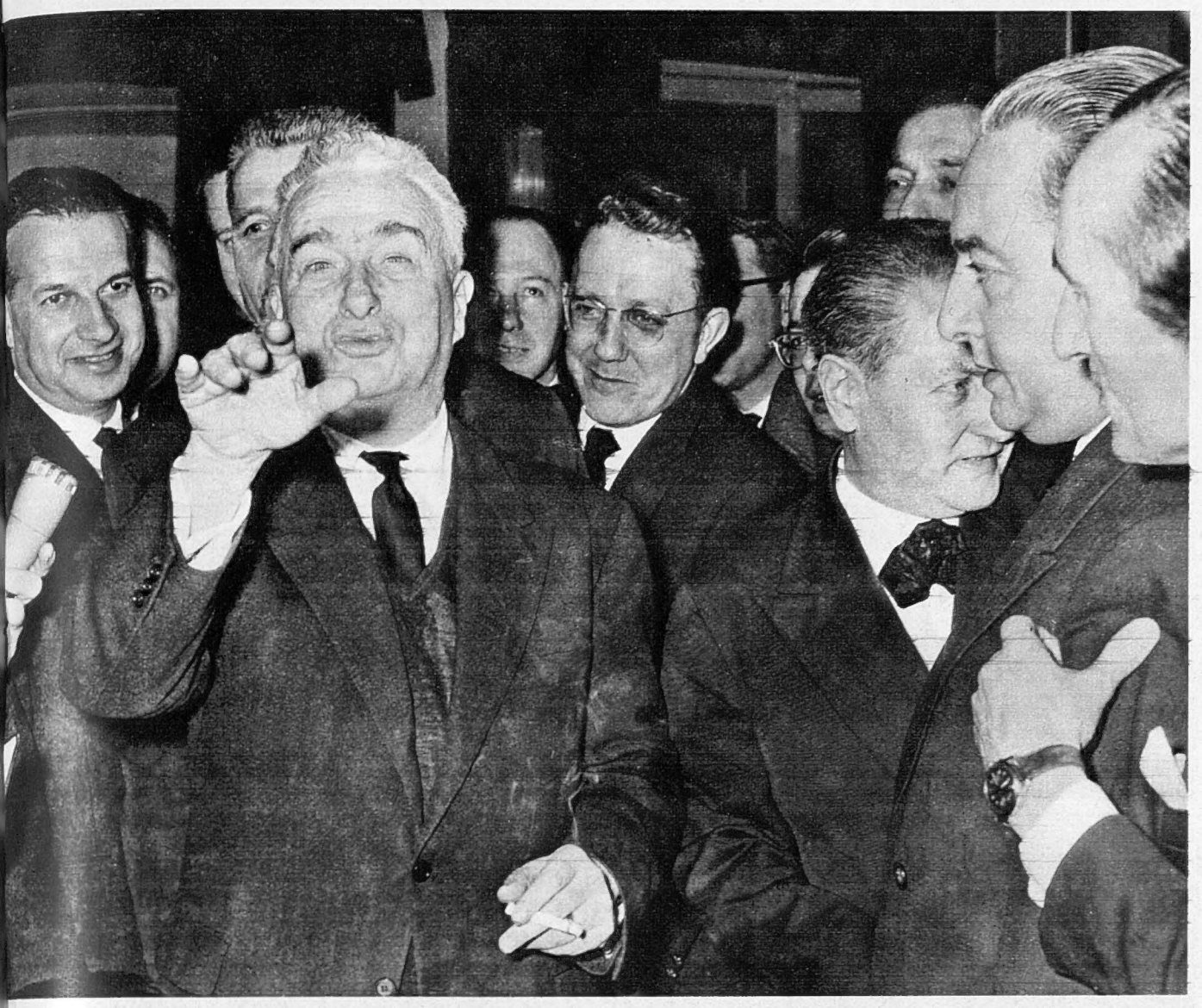
The island of Hispaniola in the Caribbean has been the focus of much attention recently. In the western half, the Dominican Republic, a form of democratic government has appeared to be settling down. But in the eastern half, the independent republic of Haiti, there are fears that a new chapter may be added to its turbulent history since its foundation in 1844. The British Ambassador to Haiti, Mr. G. T. Corley Smith, left **Port-au-Prince,** the capital, last weekend, after his withdrawal had been requested by the Haitian President, François Duvalier. In **London,** the Foreign Office stated that diplomatic relations would be reduced to the level of Chargé d'Affaires. The cause of the dispute was as follows: last autumn, a semi-official body, known as the Committee of National Renovation, solicited contributions from native and foreign businessmen for a housing project to be called Duvalierville. It was reported that their solicitations were backed by threats from the Ton-ton Macoute (Creole for "bogeyman"), President Duvalier's secret army. Mr. Corley Smith led a deputation to protest against these activities.

GUATEMALA

In recent weeks this Central American State has been the scene of much internal unrest and was declared under a State of Siege, after a revolt of junior army officers at **Zacapa.** Last week, students carried out a number of demonstrations and threatened strikes in protest against the rule of President Ydigoras Fuentes's Government.

At the same time, President Fuentes has renewed his country's claims to British Honduras, which cuts off much of Guatemala from the Gulf of Mexico. Under the constitution introduced in Guatemala in 1956, British Honduras was declared a Province of the State. Talks are due to be held next month between the Guatemalan and British Governments on the future of British Honduras.

THE NEWS IN PICTURES



A "NO COMMENT" GESTURE FROM M. JOXE AT EVIAN

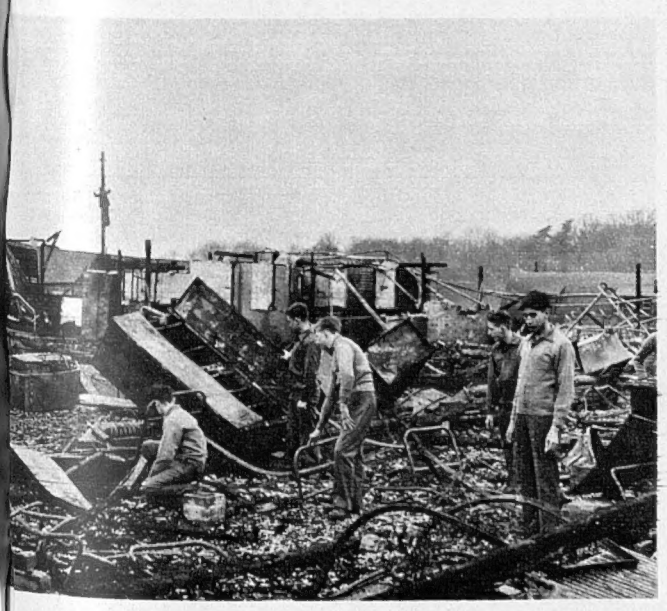
M. Louis Joxe, France's Minister for Algerian Affairs, grimaces and gestures that he will make no statement in reply to questions from the Press. The incident occurred at a reception in Evian and the Minister was refusing to comment on the progress of the Franco-Algerian cease-fire talks there. At the start of this week it was believed that it would be only a matter of days before the terms of the armistice to end the Algerian war would be finally agreed and announced. Delegates worked together for long sessions throughout the weekend. This was taken as evidence of their desire to reach a conclusion as soon as possible and thus hope to bring to an end the Secret Army (O.A.S.) terrorism in France and Algeria. Murders and wounding atrocities continued throughout last week in spite of the Government condemnation of the O.A.S. as Hitlerian and the Archbishop of Paris's denunciation of it as anti-Christian. On Monday Paris stopped work for half an hour in protest against the Fascist outrages committed there recently

MRS. KENNEDY IN ROME

Far left: The wife of the President of the United States shakes hands with Dr. Gronchi, the President of Italy, in Rome. Right foreground is Signora Gronchi. Mrs. Kennedy, who was on her way to visit India and Pakistan, also visited the Vatican to be received by the Pope

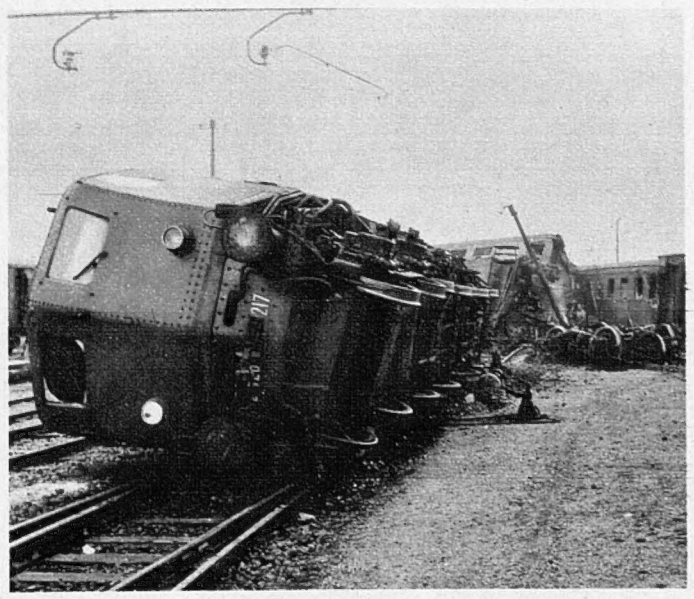
CHELMSFORD'S NEW BISHOP ENTHRONED

The Rt. Rev. J. G. Tiarks knocks with his staff on the West door of Chelmsford Cathedral on arrival for his enthronement as Bishop of the Diocese. Previously he was Provost of Bradford Cathedral. As Bishop, he succeeds Dr. Allison, who has been translated to Winchester



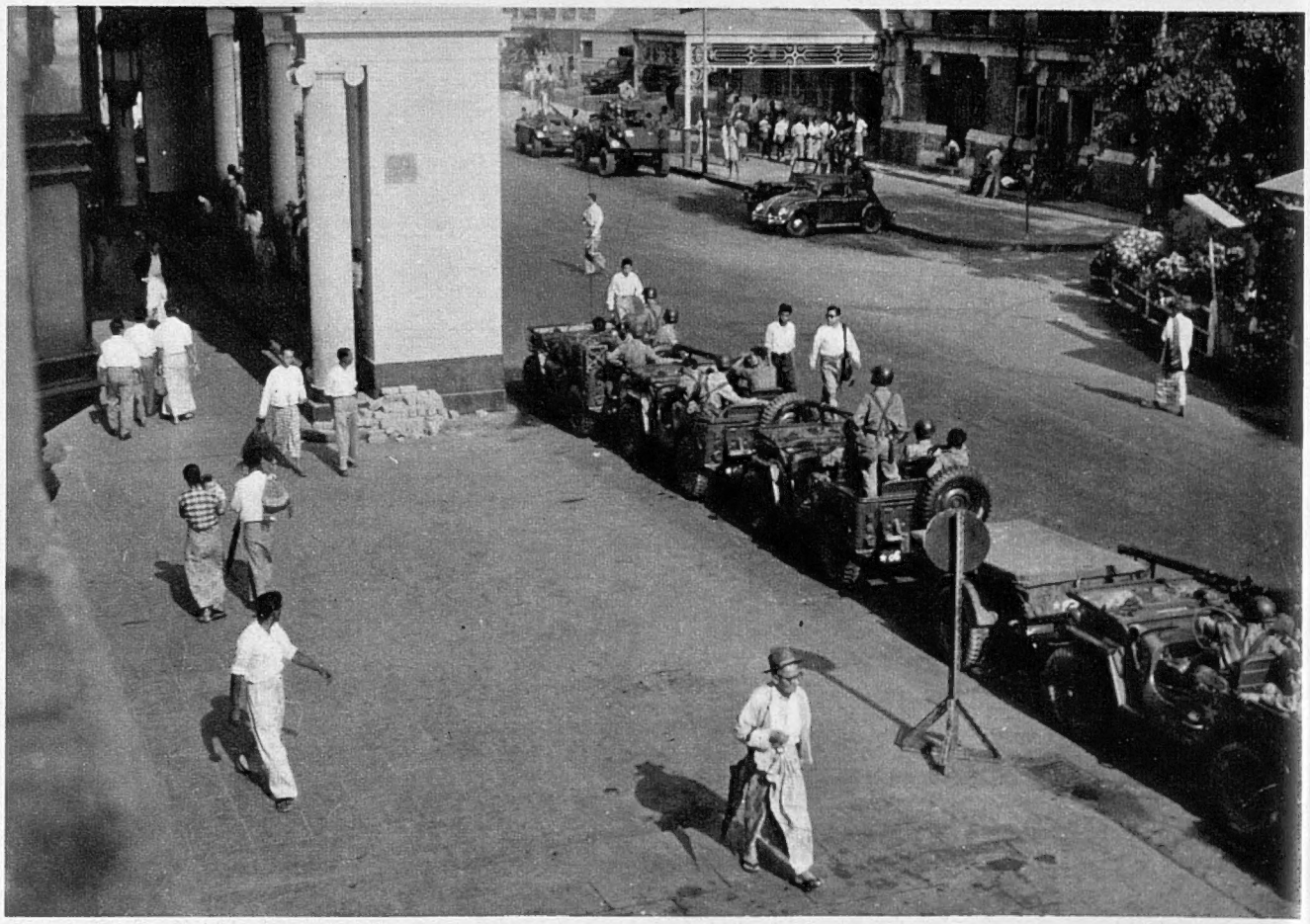
FIRE AT A BOY SOLDIERS' CAMP IN DEVON

Far left: Boy soldiers from the Junior Leaders' Regiment of the Royal Corps of Signals search among the charred wreckage of a block of huts at Denbury Camp, Newton Abbot. The block was devastated by fire during one night last weekend and two boys were killed. Ninety others escaped unhurt but lost their kit and belongings



RAIL DISASTER IN NORTHERN ITALY

The locomotive and twisted coaches of an Italian train lie across the lines after being derailed at Castel Bolognese, near Bologna. In the accident thirteen people were killed and 120 more injured. Most of the 700 passengers were immigrants from Southern Italy. They were travelling north on the train from Bari to Milan to find work



JEEPS OUTSIDE THE PARLIAMENT BUILDING IN RANGOON AFTER BURMA'S BLOODLESS *COUP*

Armoured jeeps of the Burmese Army line up outside the Police Court Building in Rangoon, which houses the Upper House of Parliament in its top storey, soon after the bloodless *coup* in which General Ne Win, at the head of the Burma Revolutionary Council, seized power. Forty-six people were arrested in the *coup*, including President U Win Maung and U Nu, the Prime Minister, and Parliament was dissolved. Most Burmese papers commented favourably on the Army's action, which General Ne Win described as being necessary to save Burma from "total disintegration." He told the three major political parties that at least some of those arrested would be released provided they pledged co-operation with the new regime

A WARNING AGAINST CIGARETTES

Sir Robert Platt, President of the Royal College of Physicians, speaks at a Press conference about the report *Smoking and Health*, prepared by a committee of the College, which was presided over by Sir Robert. He said that doctors now take it for granted that smoking, especially of cigarettes, is a cause of lung cancer, bronchitis and certain other diseases

TWO LORD MAYORS ON A "LOVE-SEAT"

Far right: Mr. Briscoe, Lord Mayor of Dublin, Lady Hoare, Sir Frederick Hoare, Lord Mayor of London and Mrs. Briscoe share a heart-shaped "love-seat" in Dublin Castle. Sir Frederick and his wife were on a visit to the Irish Republic

CRASH IN THE JUNGLE

An aerial view of the scene of the crash of the DC-7C airliner, *Star O' Rabbie Burns*, of Caledonian Airways in a swampy river-bed near Douala in the Cameroun Republic. All the 111 passengers and crew were killed. The airliner is reported to have suddenly plummetted soon after taking off from Douala Airport, and to have burst into flames on crashing into the river-bed. It was on a charter flight from Lourenço Marques in Mozambique to Luxembourg via Lisbon, carrying mainly British, Rhodesian and South African passengers. Rescuers worked all night on Sunday of last week in driving equatorial rain in thick swampy territory on a vain search for survivors. Half the plane's fuselage lay in a swamp which could be reached only by boat. All the bodies were recovered and were buried locally the next day. The accident was the worst in the history of British civil aviation

THE NEWS IN PICTURES

A MEETING BETWEEN PRIME MINISTERS IN LONDON

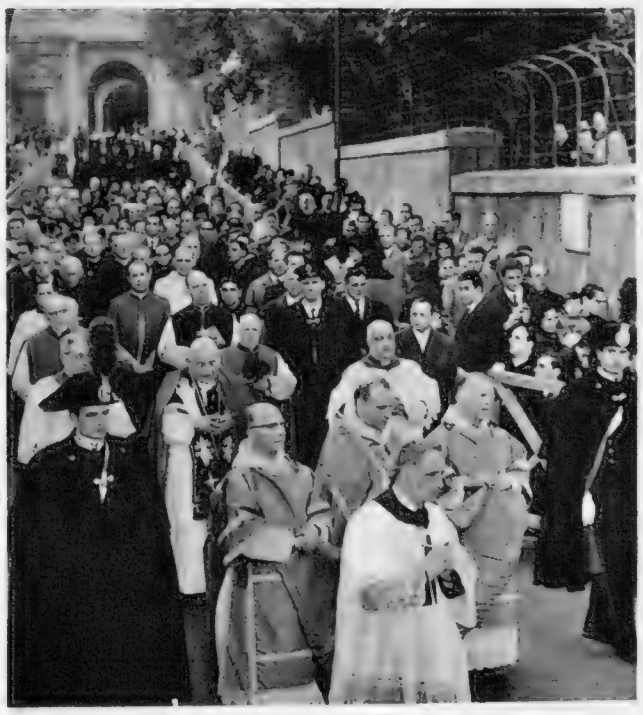
Mr. Macmillan greets Dr. Amini, the Prime Minister of Persia, and his wife on their arrival at London Airport for a three-day official visit. During his stay in London Dr. and Madame Amini were received by the Queen. Dr. Amini had talks with several ministers, including Mr. Macmillan, Lord Home, Mr. Erroll, President of the Board of Trade, and Mr. Barber, Economic Secretary to the Treasury. One of the objects of his visit was to obtain economic aid for the third Persian five-year plan, due to start in September. Dr. Amini has also been seeking similar assistance from other countries

ANTI-NUCLEAR SIT-DOWN IN THE U.S.

Demonstrators in favour of nuclear disarmament sit down outside the offices of the Atomic Energy Commission in New York. Their purpose was to protest against the resumption of nuclear tests in the atmosphere by the United States. The tests are expected to start in the latter part of next month. Some will be held on the British possession of Christmas Island. It was believed last week in Washington that Mr. Kennedy would call off the tests if Russia would agree to sign a nuclear test-ban treaty which is workable

A MOROCCAN ROYAL ANNIVERSARY

Far **right:** King Hassan of Morocco comes to the microphone to speak at a ceremony in Rabat held to mark the first anniversary of his enthronement. In the background King Saud of Saudi Arabia is second from right



THE POPE AT THE START OF LENT

His Holiness takes part in a procession in Rome on Ash Wednesday on the Aventine Hill from the Church of St. Alessio to the Church of St. Sabina. This was the first of six special Lenten processions. In decreeing them Pope John XXIII has revived a tradition which, it is believed, has been in abeyance for two centuries

SHROVE TUESDAY PANCAKE RACE IN BUCKINGHAMSHIRE

Twenty-year-old Carole Vorley crosses the finishing line at the parish church of Olney, Buckinghamshire, in the English end of the transatlantic Shrove Tuesday pancake race. She completed the course in 1 min. 5·2 secs., a record for the race. It is the third time she has won the Olney end of the event. The housewives of Liberal, Kansas, competed with Olney on the other side of the Atlantic

ATLANTIC FURY

Severe storms, accompanied by violent winds and high tides, caused extensive damage on both sides of the Atlantic last week. In Britain the worst hit areas were Devon, Cornwall and South Wales. Ireland also suffered. At Penzance and Newlyn, 100 families left their homes because of flooding caused by the storm, which was described as being the worst in living memory. Sea walls were breached in many places and coast roads were under water. *The Devonian* express travelling between Dawlish and Teignmouth was hit by a high wave and narrowly missed being derailed.

In the United States over twenty people were killed in flooding caused by turbulent seas along the east coast from Virginia to New England. Thousands of people were driven from their homes and estimates of damage to property ran into several million dollars.

A hole torn in the Penzance promenade

Paving stones ripped up by the abnormally high tides litter the promenade at Penzance. Damage to houses in Penzance and

Chunks of masonry are broken **Left:** Heavy seas batter the 290-ton Dutch coaster, *Frida*

and Newlyn was estimated at £100,000

om the old pier at Tenby, in South Wales. evonshire town of Dawlish. **Below:** The *okzul* lies aground off the Irish coast

A row of shattered houses on the Atlantic seaboard of Long Island, New York

The Ventnor Pier in a suburb of Atlantic City, New Jersey, is seen with a section washed away

JOHN CONNELL

THE MENACE IN SOUTH-EAST ASIA

There are a few people in England with detailed and lifelong knowledge of South-East Asia. I certainly am not a member of that small and formidable company. I have lately, however, been seeking to make a dent or two in my own ignorance of the territory which, in my youth, was known as French Indo-China, but now consists of North and South Vietnam, Cambodia and Laos. Why is it that President Kennedy has drawn so firm a line across the hardly determinable frontier between Communist-controlled North Vietnam and " free " South Vietnam? Why should the President regard—as he clearly does—the possibility of a Communist take-over of South Vietnam as a challenge so grave that it could lead to war?

A long time ago a British Prime Minister once spoke of Czechoslovakia as " a faraway country of which we know little." Vietnam is much farther away than Czechoslovakia; and other than the handful of experts whom I have mentioned we are, in Britain, utterly ignorant about Vietnam, and about the causes and the course of the conflict to which the President of the United States attaches so much importance.

The conflict itself is both a consequence and a manifestation of the break-up of colonialism. The French Empire in Indo-China was relatively short-lived, and its roots did not go deep; but from the time of its imposition, in the latter part of the nineteenth century, to the Second World War, it maintained a superficial peace in a region which had known centuries of war, invasion, conquest and reconquest.

Vietnam, North and South, is a consolidation of Annam, Tonkin and Cochin-China, ancient states which emerged out of the turbulence that followed the destruction, in the fifteenth century, of the great Khmer Empire by the Siamese. This was first a Hindu, later a Buddhist empire, ruling (from the ninth century A.D. until 1430) over most of what is today Vietnam, Cambodia, the greater part of Laos and a good deal of modern Thailand. France occupied Cochin-China in 1858 and established a colony there; Annam became a protectorate in 1874 and Tonkin in 1892; Cambodia in 1864, Laos in 1893.

Throughout the greater part of the Second World War Indo-China was controlled by a Vichyist administration; in March 1945 this was overthrown by a Japanese *coup d'état*, and six months later, when the Japanese were defeated throughout the whole of South-East Asia, there was almost total chaos, with Communist and anti-Communist guerillas fighting each other, and fighting British, French and Chinese-Nationalist forces who believed that they were there to liberate the country.

Mr. Dean Rusk and Thanat Khoman, Foreign Minister of Thailand, leave the White House in Washington after calling on President Kennedy

The most formidable of the guerilla leaders was Ho Chi-Minh, whose name means " He Who Enlightens." He was then in his fifties, the son of a local official who had been sacked for opposing the French. He had been a sailor and a kitchen porter at the Carlton Hotel in London. He became a Communist in Paris in the early 1920's, spent three years in Moscow, then worked under Borodin in Canton, where he established a South-East Asian Comintern and did his best to promote nationalist uprisings in Indo-China. In 1941-42, when the Vichyists in Indo-China agreed to co-operate with the Japanese, Ho Chi-Minh formed a resistance movement, consisting of Communists and nationalists and called the Viet-minh. He it was who received the Japanese surrender in Tonkin; and he then proclaimed Vietnam to be a Democratic Republic. In the post-war negotiations to determine the future status of Indo-China, the French recognised Ho Chi-Minh as the effective political leader of his country, but when the discussions broke down they denounced him as a rebel, and Viet-minh forces attacked Hanoi in December 1946. The French supported for some time a puppet " Emperor of Annam," Bao Dai; but the U.S.S.R. and Communist China formally recognised Ho Chi-Minh in 1950 as Head of State of the Democratic Republic of Vietnam.

France waged a long, slaughterous and vain war to retain her Eastern Empire. Her final defeat at Dien Bien Phu in 1954 left that Empire in disruption, and there developed the welter of politico-military problems with which we are now confronted. A series of agreements, negotiated at Geneva in 1954, procured the withdrawal of the French and the establishment of an uneasy truce. Vietnam, north of the 17th Parallel, is a fully Communist state. South Vietnam is, with its near neighbours, Laos and Cambodia, regarded as an outpost of anti-Communism. Thailand (with American and British backing) sustains Cambodia; the Americans sustain Laos and South Vietnam.

Something over a year ago, in November-December 1960, there was a major crisis over Laos; and it looked as if a trial of strength could not be prevented. The United States was backing its protégés, the Communist Powers were backing theirs. Soviet aircraft flew in arms from North Vietnam—not, however, Russian arms, but French arms that had been captured in the Indo-Chinese war, mostly at Dien Bien Phu. There was a campaign, but it was localised, and it ended comparatively quickly, with a Communist retreat through particularly thick jungle into North Vietnam. The situation quietened.

Now there are indications that there may be a renewed Communist drive, not into Laos, but on the narrower, far easier front against South Vietnam. But if South Vietnam is lost, Laos goes too, and there will be a solid Communist " bloc " making the future for the whole of Asia—to say nothing of Australia and New Zealand—much graver.

The non-Communist structure in South Vietnam is feeble indeed, and it could not survive without lavish American support. Laos, the most backward territory in Indo-China, is of itself worth little to either side. It is almost totally unindustrialised. It has no railway, and extremely few roads, most of which are usable only by jeep. The rivers are not navigable, except the Mekong, and that only for short distances, because of its endless succession of rapids, sandbanks and whirlpools. Some 95 per cent. of the population are subsistence farmers, working their land in family holdings. The people, Thai in origin, are in race and language akin to the Chinese, but have an Indianised culture. There are several rather engaging minorities: the Miao, for example, who are hillmen, grow opium and obey the dictates of sorcerers; and there are Red Thais, White Thais and Black Thais, who live on the banks of the Mekong and are so-called because of the distinguishing colours of the women's blouses and the men's cummerbunds. It seems a pity that a country and people hitherto so unspoiled should have the ill-luck to be in the front line of our ideological conflict.

There is much more at stake than the paddy-fields and the poppy plantations of the Miao. What matters is the menace of Communist China, overshadowing everything throughout South-East Asia. Did the Russians involve themselves in the last round in Laos in order to offset or restrain Chinese pressure? This is an ingenious theory which has been propounded by more than one Kremlinologist. It has a certain plausibility, for there is plenty of evidence that the Russians are alarmed by a good many of the activities of their allies. But in the end the Chinese are the dominant influence—and threat—in this part of Asia.

How long will it be possible to ward off that threat? The principal maladies from which South-East Asia suffers are not difficult to diagnose: gross over-population and gross poverty in material resources. Political emancipation from that colonial status, which is as detested in Asia as it is in Africa, has brought no swift or easy cure. The concept of universal-suffrage, parliamentary democracy has failed in country after country. India stands, for the time being, as the great exception, and has lately gone to the polls in the biggest—in a numerical sense—general election in all parliamentary history. How long this type of democracy will survive after Mr. Nehru's death is a question nobody can answer with any certainty. To Pakistan it was obviously most unsuitable. Ceylon has discarded it with a rapidity and a thoroughness which have more than a little dismayed the many who regarded her as one of the more successful examples of the British way of transferring power. Burma has just experienced another military *coup d'état*. Indonesia has never pretended to be anything else but a dictatorship, strongly influenced by and having many links with Communism.

Are any of these regimes " democratic " in any real sense of the word? When we speak of these countries as part of " the free world," do we really know what we are saying? I always felt uncomfortable about President Syngman Rhee. Are the democratic credentials of Laos or South Vietnam really much more impressive than President Rhee's—or, for that matter, Chiang Kai-shek's? Perhaps we might ask the Miao, under the guidance of their sorcerers, for the answer.

The Queen examines one of the huge rotor turbines in the turbine hall of the Bankside power station by the side of the River Thames in London, opposite St. Paul's. When she spent an afternoon at the station last week she also visited the National Control Centre and the Apprentice Training School of the Central Electricity Board. During the course of her extensive tour Her Majesty was presented with a case of tools for the use of the Prince of Wales. They had been made for him by apprentices in the training school.

THE QUEEN AT BANKSIDE

The Queen talks to Michael Levitt, a fifteen-year-old apprentice from West Ham

Robert Sellix presents a case of tools for the Prince of Wales

Queen Elizabeth the Queen Mother lays the foundation-stone of the new building for the Royal College of Physicians at Regent's Park, London. After laying the foundation-stone last week, the Queen Mother inspected a model and the plans of the new college building

Princess Marina, Duchess of Kent, President of the Royal National Lifeboat Association, and Mr. J. Stonehouse, coxswain of the Teesmouth (Yorkshire) lifeboat, are seen after she had presented him with the Institution's gold medal for gallantry

Sir Donald Anderson, chairman of P & O-Orient Lines, talks to Mr. Barnaby, a donkeyman on the P & O *Orsova*, at the ceremony at which he received the British Empire Medal

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

BLACK MONDAY AND BLEAK HOUSE. Budget Day is to be April 9; once more a Monday. Last Budget day the "principle" was first accepted that "inevitably" Government spending must for ever rise. The only question of interest to the Chancellor and the taxpayer was to what percentage the rise could be contained. In this year's Budget this principle of inevitable rise has become a hoary and accepted truth, and probably the Chancellor will not risk fixing a hopeful ceiling, since, although a double guard was set over the stables, the horses were stolen as easily as ever. Budget day is a bare month ahead and we can safely call April 9 a *black* Monday before it dawns. The latest pleas, warnings and advice from the customary City and other bodies are already too late for his attention, if a Chancellor ever attends to them. His "cake" must already be in the oven and it is the size of a bun. For the taxpayer there can be no question of slices. He may scatter a few crumbs to the tits. Bleak House is to be preserved as a national monument of historic interest, with all its unintelligible and fussy "Baroque"—so, at least, I presume. I have lost faith in miracles and surprise packets.

VIOLENCE DOESN'T PAY. The news from Dublin that Irish Republican extremists have (apparently genuinely) called off their campaign of violence against Northern Ireland deserves more publicity than it got. For six years past it has been intensified in tragic form while the cry of resistance to "British occupation" of Ireland was whipped up again. It seems that the reason that led to ending the campaign was that it was definitely unpopular with all responsible people in Eire, no doubt a vast majority who argue that violence and armed vendetta, murder and sabotage, so far from removing, tend to perpetuate the "Border." The aspirations of the Irish people are best served by constitutional means. "George Birmingham" knew and admired the Irish character (as I do) and in his *Red Hand of Ulster*, once a best-seller, he found a "solution" (as far as I remember) of earlier internecine vendettas in the basic sanity, common sense and, above all, sense of humour inherent in the Irish people. It is my hope that this little candle lit in Eire will throw its light far and quickly over a naughty world and illumine with common sense all continents. One might have supposed that the history books of this century supplied light and lessons enough of the utter failure and futility of recourse to force, in the name of sovereignty or freedom, to need no little candle from Eire. But I rejoice that it has been lit, and may no wind of change snuff it out. It is, of course, too early to feel confident that the close season for this form of sport, so sadly traditional, will be rigorously observed in Ireland where corner-boys are die-hards. Meanwhile, the offensive weapons have been dumped. They were better destroyed.

TALKING OF CRICKET. What more appropriate time to talk about cricket than when winter's grip has settled again on southern England with icy knobs on, and north-east winds to freeze your young blood. So I welcome some statistics about the noble summer game from a correspondent of the *Daily Telegraph* at Lyme Regis. Ten thousand books on cricket have been published. The game's progress has been affected by the Civil War, the Restoration and the Jacobite risings; also by women's dress fashions. It is said the Windsor Castle archives have evidence that monks played cricket in 1344 and that Piers Gaveston hit a useful century for Kent against the bowling of Edward II, whose "Ward robe accounts" contain references to equipment for "creag" (or cricket). Milton mentions

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Police Constable A. Rowlands, with his wife and two children, leaves Buckingham Palace after being invested by the Queen with the George Medal. P.C. Rowlands was blinded by a gunman last August

The Captain of the recently commissioned anti-submarine frigate H.M.S. *Loch Fyne*, Commander P. R. D. Kimm, and his wife, and the Coxswain, C. J. Petty, and his wife, use swords to cut one of the commissioning cakes of the ship

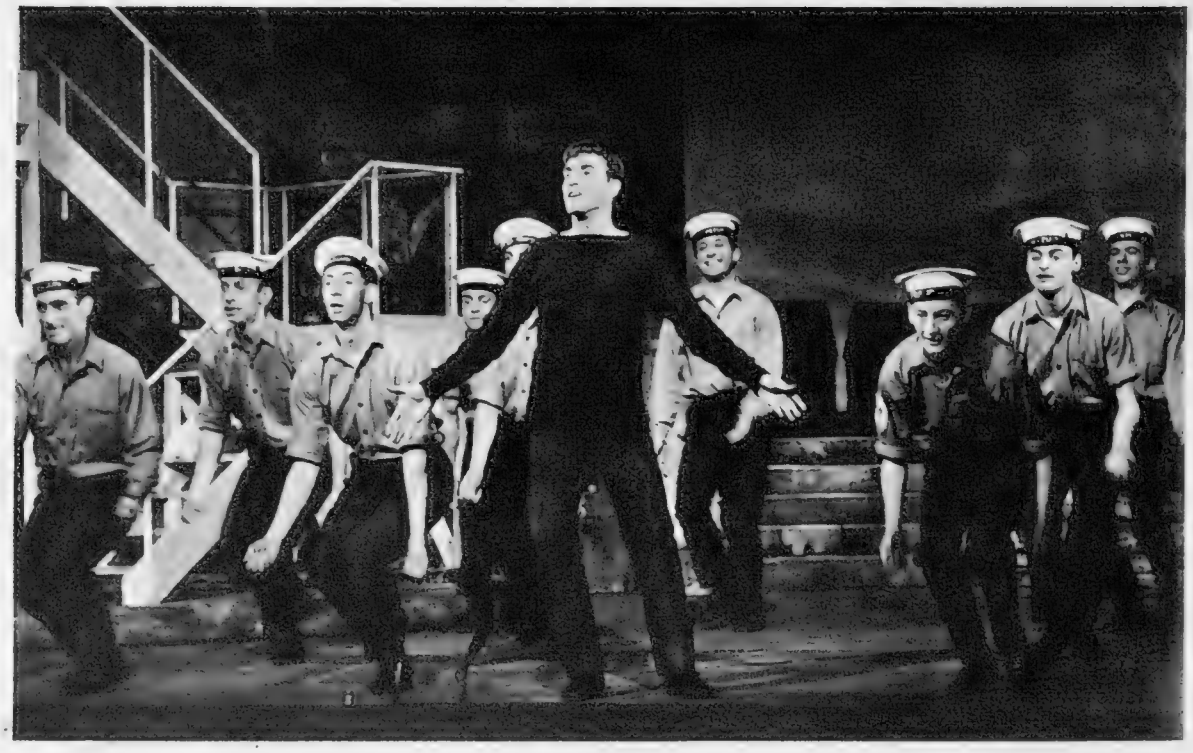
" cricket on the hearth " (no doubt a misprint for *heath*). The game was banned as immoral in the reign of Henry VIII, and only got semi-official encouragement after the '45 in the mid-eighteenth century, when the Sheffield " City Council " engaged cricket professionals to draw its citizens from the horrid sport of cock-fighting (still not quite dead). The term " not cricket " dates only from the 1850's, perhaps a legacy from Arnold's Rugby. *Pace* Trevelyan, if the French nobles had played cricket, the French Revolution would have been averted. Ditto the Russian, if the czars and their grand dukes had worn white flannels and preferred bats to knouts. Football, an older (popular) game, has none of cricket's pacific and class-levelling properties. Cricket bores many people, even in England. It flourishes only in lands over which the British flag once flew. Today it is 100 per cent. a religion only in the West Indies, where it does not invariably live up to its pacific reputation. At the time of writing, 4 inches of hard-frozen snow were sadly interfering with preparation of 1,000 pitches for the opening of our cricket season a month or so hence. Faith is the substance of things hoped for ; the evidence of things not seen.

NATURE CONSERVANCY. If Lord Howick, formerly Sir Evelyn Baring, soon to become Chairman of the Nature Conservancy, handles that job with all the wisdom, patience, energy and humanity which he revealed between 1952 and 1959 as Governor and C.-in-C. in Kenya, it is possible that a few years hence we may still have in England some nature to preserve. I realise how difficult that job has been in recent years ; I know that great efforts and a little progress have been made to save something from the wreck of our heritage of beauty and wild life. But it is an uphill struggle, as the population increases, the requirements for defence and housing grow, the multiplicity of rival interests cancel each other out and the efforts of various preservation bodies cut each other's circle and confound the basic aim, making a farce of planning *ad hoc* for any vital project. The highest authorities naturally have more than one loyalty to consider, and while they painfully weigh this urgent necessity against that, the suburban sprawl increases, the green belts grow black spots, the national parks are invaded and the amenities of natural beauty, solitude and wild life fast disappear. Lord Howick should know what benefits and joys such amenities can afford to all sorts and conditions of men, for Northumberland can still offer them; and his acquaintance with men now in office and in public life, together with his experience of the same problem in the game reserves of Kenya, should enable him to " move mountains " (or, better still, to preserve them). He should know, and may be able to convince, that it is not to the advantage only of a tiny percentage of our 50,000,000 population that space should remain in England where the curlew can still cry and the wild deer run free, and that the time is short now. He might make a start by securing a close season for deer-killing in England.

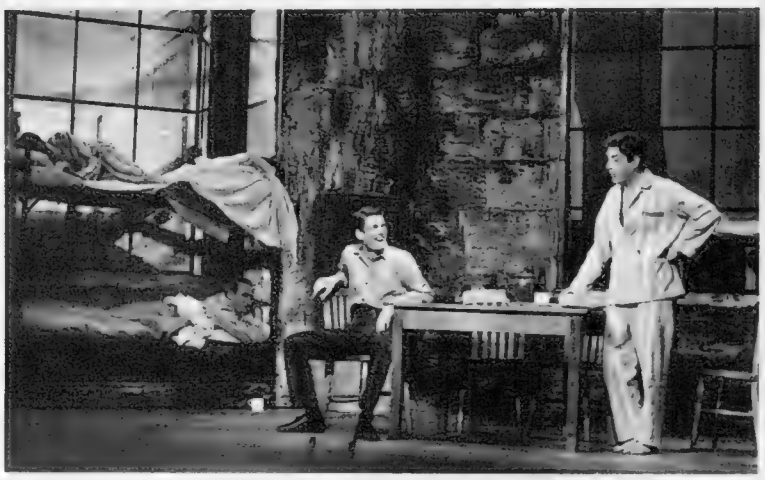
" OLD FOLKS AT HOME " — AND ELSEWHERE. Mr. R. B. Connell, lately planning assistant at Worthing, spoke out last month clear and strong on the need to check the immigration of elderly people to the South Coast, which has now become a " national problem " and already has achieved " one vast continuous urban sprawl " from Eastbourne to Bournemouth. The Ministers of Housing do not seem to have shown much concern with the problem of go-as-you-please, higgledy-piggledy development of good agricultural land for miles inland, and the extinction of the old towns themselves in a bungaloid blanketing is almost complete. Why should all these people, even the elderly, choose this stretch of coast? Worthing may have a good sun record, but the coastline opposite the Isle of Wight is not particularly favoured. It is often lashed by gales, it is fast eroding and its beach huts are battered to destruction every winter, its rainfall is a good deal higher than farther east, and it well knows the Wight thunderstorms. And really the mass-invasion of Wessex by tribes from elsewhere is a throw-back to more barbarous times. Why not retire to Blackpool, Queen City of Pleasure? Leave Wessex for West Saxons. Mr. Connell is off to New Zealand to become Chief Planning Officer for Wellington and I hope New Zealand Planning Authorities will help him and not hinder him in preparing a master plan. The Minister of Housing should be forced to live in the middle of the wen of the South Coast speculators.

THE OLD STAGER

Dayan Dr. Myer Lew and the Archbishop of Canterbury, Dr. Ramsey (second and third from left), are among those at the annual general meeting of the Council of Christians and Jews, at Church House, Westminster. Last week it was announced that the Archbishop is to visit Istanbul and Athens in May, and that he hopes to visit Moscow later in the year



SCAPA: Sprog (Timothy Gray) sings with a chorus of sailors the song "I wish I was an orchestra"



SCAPA: In the messdeck in the early morning are Sprog (in top bunk), Haggis (Edward Woodward, in bottom bunk), Badger (Pete Murray) and Dusty (David Hughes)

ENTERTAINMENT

MUSIC AND DRAMA

The most interesting theatrical event in a mixed week was Franco Zeffirelli's production at Covent Garden of Handel's *Alcina*. Zeffirelli has adapted his original, much acclaimed production at La Fenice in Venice in 1959, which was notable as a landmark in the career of Joan Sutherland, who again takes the part of Alcina in the current Covent Garden production. The story concerns Alcina, an enchantress on a magical island, who traps men in her clutches and then turns them into stones and beasts, and the eventual breaking of her spell by Ruggiero and his fiancée Bradamante. Much of the plot is concerned with cases of mistaken identity. Zeffirelli has conceived the opera as an "entertainment for aristocrats" and set it as a play within a play in a Venetian palace with a set for the island in the middle of a ballroom. He has used much of Handel's incidental music for ballet sequences.

The Ikon Theatre Company, a newly-launched venture in repertory, began their season at the Lyric Theatre, Hammersmith, with an adaptation by Jose Ruben of Dostoevsky's novel *The Idiot*. Although the compression of a complex novel into two-and-a-half hours is difficult, a capable group of actors, including Zena Walker as Nastasia, the woman of the world, and Christopher Guinee as the saintly

THE IDIOT: Nastasia (Zena Walker) with Rogozhin (John Woodvine) and Prince Myshkin (Christopher Guinee)

RICHARD III: Paul Daneman and Anne (Eileen Atkins)

THE SECRET OF THE WORLD: Sam Alexander (John Berry) and his wife Marian (Miriam Karlin)

Prince Myshkin, provide some stimulating if not very coherent theatre.

The Secret of the World at the Theatre Royal, Stratford, is a new play by Ted Allan about Sam Alexander, a Communist trade union leader, who takes the discrediting of his hero Stalin so seriously that he has a mental breakdown. The play has sympathetic performances from John Berry as Sam and Miriam Karlin as his wife.

Last week also saw an unusual interpretation by Paul Daneman of *Richard III* at the Old Vic, and *Scapa*, a musical version of Hugh Hastings' all-male naval comedy *Seagulls Over Sorrento* at the Adelphi.

ALCINA: On the dais are Bradamante (Monica Sinclair), Ruggiero (Margreta Elkins) and Melisso (Forbes Robinson)

ALCINA: Two dancers (Deanne Bergsma and Derek Rencher) perform on the island

ALCINA: Alcina the enchantress (Joan Sutherland) sings an aria

THE VOICE OF THE COMMON

CANADA

A new bridge as part of the master plan for Ottawa

Ottawa, Canada's capital city, is to be linked with Hull, in the province of Quebec, with a new girder design bridge with no superstructure above the deck railings. The new bridge, to be called the Macdonald-Cartier Bridge, will replace the old and unsightly Interprovincial Bridge across the Ottawa River.

The girder design was selected in preference to a suspension bridge, which would not only have been more costly but would have tended to dominate the surrounding landscape with its high superstructure.

Including approaches, the new bridge will be 6,000 ft. long and 100 ft. wide. From shore to shore the structure will measure 2,100 ft. It will be a six-lane bridge, with three lanes of traffic and a side-walk on each side of a 4-ft. centre strip. The £4,363,000 structure is expected to be open for traffic in 1965.

The new bridge will be in keeping with the master beauty plan for Canada's capital and a 900-square-mile national-capital district, which includes areas on both sides of the Ottawa River.

The plan includes the removal of practically all railway lines from the central area of Ottawa and the use of their rights of way for new arterial roadways. Substantial beginnings, including two-thirds of the 22·8-mile Queensway, a four-lane divided highway that bisects the city, have already been made. Some 50 miles of new urban parkways will be added to the 22 miles of urban scenic drives, and about 4,000 acres of landscaped open space will be added to the 900 acres of metropolitan parks.

Ottawa is situated at the junction of the Ottawa and Gatineau rivers, about 100 miles upstream from the St. Lawrence. It was chosen as Canada's capital in 1858 by Queen Victoria. The metropolitan population of Ottawa is now about 420,000.

The bridge over the Gilgit River at the end of the Kashgar-Gilgit caravan route

PAKISTAN

The mountain retreat of Gilgit

Gilgit, situated in the north of Pakistan, in Kashmir, 4,900 ft. above sea level and surrounded by the most beautiful yet treacherous mountains, offers an excellent retreat for the adventurous tourist. This breath-taking valley has been in the news all over the world in the last few years, when expedition upon expedition has failed in trying to conque the mountain peaks circling Gilgit. This is the valley where small ston monuments mark the tragedy of Rae Culbert (New Zealand) and Bernard Juliot of Oxford who died in 1957; Karl Heckler of the German expedition, 1954; Ian and Mary Galbraith, 1939; and several other tragi memories.

Nowhere else in the world can a tourist find so many lofty mountains in so small a compass as around Gilgit. Within a radius of 65 mile there are eleven peaks of 18,000 ft. to 20,000 ft.; seven 20,000 ft. to 22,000 ft.; six 22,000 ft. to 24,000 ft.; eight 24,000 ft. to 26,000 ft. and many more smaller ones. This, of course, offers a challenge to mountaineers all over the world. Totalling nearly 400 miles, Gilgit roads may well be regarded as tracing what might have been some of the earliest footsteps of man on these mountains. Little is known of Gilgit's history beyond the 500 or 600 years since the advent of Islam. Legend and local tradition, combined with a few historical and prehistorical relics still found scattered on the roadside, indicate that Sargin (ancient name of Gilgit) and its surrounding valleys were inhabited at the dawn of Indo-Pakistan history. One such surviving relic is the huge rough carving of the figure of Buddha on a rock some 1,000 ft. above the road on the Mount of Kergah Nullah.

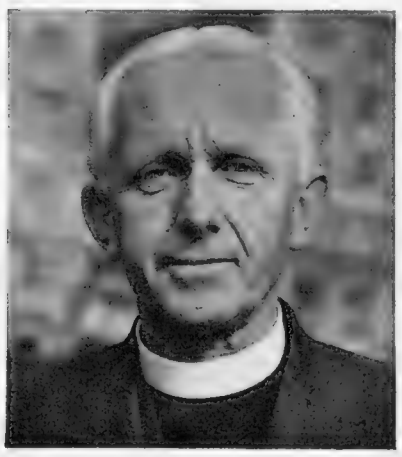
The people of the region help visitors in every way possible and do not shy away from them. However, they prefer visitors during spring-time because then they can show their true hospitality. This is the season of breathtaking flowers, of rich green grass and of many kinds of fruits.

Through centuries these people have become well adjusted to the country, and actually walk forty to fifty miles without feeling exhausted. This is their favourite pastime! From Gilgit, mountain roads radiate into all surrounding valleys. The lofty peaks, though barren and rocky at the base, are covered with verdure higher up; everywhere above 7,000 ft. are thick pine forests, grassy glades, deep glens and running streams. There are plenty of wild goats, snow foxes and dogs. Above the forests, innumerable peaks tower up in their panoply of eternal snow and glacier.

Although there are regular services by the Pakistan national airlines from the main cities of Pakistan to this paradise, one must travel by jeep or (if daring) by mule to the valleys nearby. The local inhabitants are ever ready to assist travellers. Journeying by jeep (there are plenty now), one has an idea of how Fa Hein must have travelled when he visited the territory hundreds of years ago. The road mostly follows the winding, uncertain course of a stream which runs at places right below the road and others recede to a distance of 100 to 200 yards away leaving narrow strips for fields and inhabitants. Hanging bridges are still used in crossing passes. Apart from food supplies and commerce, the roads have brought civilisation to the area. They have brought education, medical facilities and hygiene. Every fifteen miles there is a rest house furnished with modern amenities; there are schools, hospitals and dispensaries. Life on the whole is simple, peaceful and happy.

Sir Grantley Adams, Prime Minister of the West Indies, is seen in London heading a delegation to protest against the dissolution of the Federation

Major-General C. E. Welby-Everard, who has been appointed to succeed Major-General N. L. Foster as General Officer Commanding the Royal Nigerian Army



The Very Reverend Martin Sullivan, formerly Dean of Christchurch Cathedral in New Zealand, is the new rector of St. Mary's, Bryanston Square, London

Mr. Edward Wakefield, the M.P. for Derbyshire West, who is to become Britain's first High Commissioner in Malta under the new constitution

WEALTH

BOOK REVIEW

A selection of works on Indian topics

Books on the upheaval which accompanied the withdrawal of the British from India are becoming more frequent. After Penderel Moon's *Divide and Quit* comes Leonard Mosley's THE LAST DAYS OF THE BRITISH RAJ (Weidenfeld and Nicolson. 25s.), which is less drily detached than Mr. Moon's book but more immediately readable. While Mr. Moon asserted that after 1937 some sort of clash was probably inevitable, Mr. Mosley believes that as late as 1946 the holocaust could have been avoided, and even in 1947, with more preparedness, it could have been much smaller. We shall have to wait for some considerable time before the full documents will be released; however, Mr. Mosley, who has been a foreign correspondent in India, has talked to many of the leading men involved and has had access to diaries, correspondence and documents hitherto not available to historians. These have been skilfully pieced together to make a slick, persuasive book that reads like a first-class thriller. It is good journalism rather than history.

Anglo-Indian relations are also the subject of a very different kind of book called MY TWO WORLDS (Hutchinson. 21s.), by Prafulla Kumar Sircar. This is the autobiography of an Indian Christian from Benares who, after years of ministry in India, came to Britain and became Vicar of Askern, a Yorkshire mining village. It is a book of honesty and charm, with many controversial things to say on both India and Britain.

As a complement to these two books, it is well worth while reading INDIA 1961, which is obtainable free from the Information Service of India in London. This is an illustrated stocktaking of India's activities in the past year, concentrating especially on the launching of the Third Five-Year Plan with its important national goals in such spheres as health, education, industry and agriculture. There is also a survey of Indian foreign policy, articles on cultural matters, documents and useful statistics, and, for good measure, a delightful poem by Sumitranandan Pant which begins:

For what destination
Is this senseless rush
O bellowing rivers?

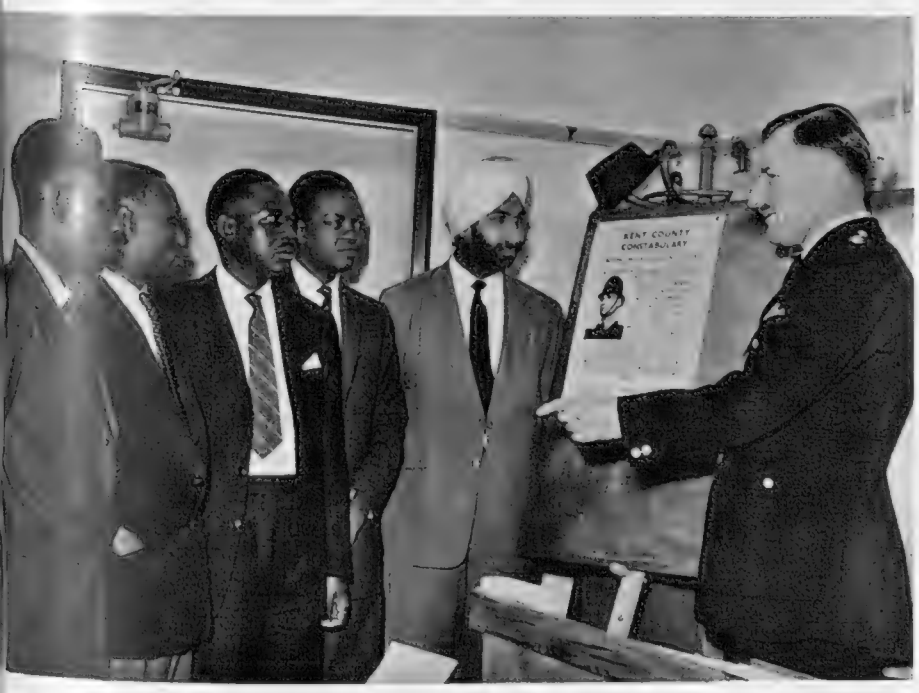
to show that Indian tranquillity is not quite forgotten amid the general atmosphere of Western-type dynamism.

M. K. Whiteman

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

The Princess Royal, Air Commandant-in-Chief, Princess Mary's R.A.F. Nursing Service, examines a model of a new £1,000,000 hospital now being built at R.A.F. base, Akrotiri in Cyprus. With her is Group Captain Dhenin, Commanding Officer of the present hospital

Left: The Sultan of Zanzibar, Sir Abdulla bin Khalifa, with Mr. Maudling, the Colonial Secretary. The Sultan arrived in Britain last week for talks on the Kenya coastal strip

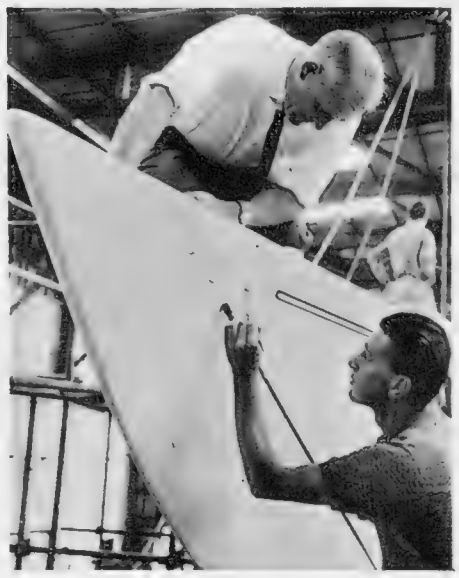


Inspector Hassan Saidi Mahaba, Chief Inspector Mikidadi Juma, Senior Inspector Hilary A. Mhina, Sub-Inspector Selenan Alawi and Inspector Gurmukh Singh, all of the Tanganyika Police Force, listen to a lecture on recruiting from Inspector Parkin of the Kent County Constabulary. The Inspectors are in a party of ten based at Maidstone, attending a twenty-week course to study the work of the police in Britain

Mr. William Gopallawa, the fourth Governor-General of Ceylon since the country became independent, signs the Affirmation at his swearing-in ceremony at Queen's House in Colombo. The first Buddhist to hold the post, he offered a tray of jasmine to a figure of the Buddha, after which a chorus of schoolgirls sang Buddhist psalms. Mr. Gopallawa took over from Sir Oliver Goonetilleke, Governor-General since 1954

The yacht *Gretel* is lowered into the water of the Parramatta River, Ryde, in Australia

Dame Pattie Menzies, wife of the Australian Prime Minister, joins in the cheers after she had named the Australian challenger for the America's Cup, *Gretel*



The Southern Cross is painted on the bows

A man is hoisted up the mast

The Voice of the Commonwealth

AUSTRALIA

The America's Cup, originally the Queen's Cup, was first offered by the Royal Yacht Squadron at Cowes in 1851. *In that year it was won by the U.S. yacht "America." In* 1857 *it was presented to the New York Yacht Club, and became known as the America's Cup. Previous to Australia's challenge, the cup has been challenged fifteen times by Britain and twice by Canada, but it has always been kept by the U.S.A.*

Australia next September will be making its first bid for the most coveted prize in international yachting—the America's Cup, so long the property of the United States. The Australian challenger is *Gretel*, named after the late wife of Sir Frank Packer, Sydney newspaper proprietor who heads the syndicate of businessmen that is sponsoring the Australian challenge. *Gretel* only recently slid into the water from her builders' slipway and at present is undergoing trials in Sydney Harbour. She is the first 12-metre yacht to be built in Australia. The class was unknown in Australia until the idea of the challenge was conceived and the American yacht *Vim* was chartered by the Australian syndicate to train potential crewmen and to permit study of lines and dimensions by the man chosen to design the Australian entry.

Gretel's designer is a young Australian naval architect, Alan Payne, who has designed some of Australia's most successful ocean-going yachts. The American designer, Olin Stephens, who designed the America's Cup winner, *Columbia*, has said that it would probably be impossible to design and build a 12-metre yacht, potentially more than 3 per cent. faster than *Vim*. Whether Payne has bettered *Vim's* design remains to be seen. In his initial passes at designing the challenger, Payne had no fewer than twenty models tank-tested at the Stevens Institute at Hoboken, New Jersey, eight of them primary models and the rest variations on the original eight. *Gretel* must prove herself in trials against *Vim* before she is shipped to the United States.

The lines of the new yacht are not unlike those of *Vim* and *Columbia*, but she has a "kinked" bow and turned-back counter (the kinked bow is a modification that Payne has used to advantage in other yachts). *Gretel* is about 70 ft. long. She has a laminated, built-up keel section, with 19 tons of lead, said to be the largest lump of lead ever poured in Australia. She carries a 92-ft. aluminium mast.

There was no lack of applicants for positions in the crew. Some thirty experienced yachtsmen have already been training in *Vim* under two leading skippers, Archie Robertson, formerly of Tasmania, and Victorian Jock Sturrock, Australian sailing representative at four Olympic Games. The names of sixteen from whom the crew of eleven will be chosen have been announced. The final selection is not likely to be made until tune-up trials have been completed in the United States before the actual challenge in mid-September.

The America's Cup challenge has aroused great public interest in Australia. With its 12,000 miles of coastline, Australia is an extremely yacht-conscious country. Apart from the week-end contests for the innumerable classes of sailboats which inhabit its harbours and estuaries (some are used merely in pleasure cruising), Australia has a number of established ocean races that are well known to yachtsmen throughout the world. Greatest of these is the annual Sydney-Hobart handicap race at Christmas-time, 680 miles down the eastern seaboard of Australia and across the 200-mile Bass Strait. The success of the Australian challenge will depend on the experience that Australian yachtsmen have gained in these ocean races. It will also depend on the design of the yacht, on the weather at the time of the seven challenge races, and on that most variable of all ingredients in yachting—luck.

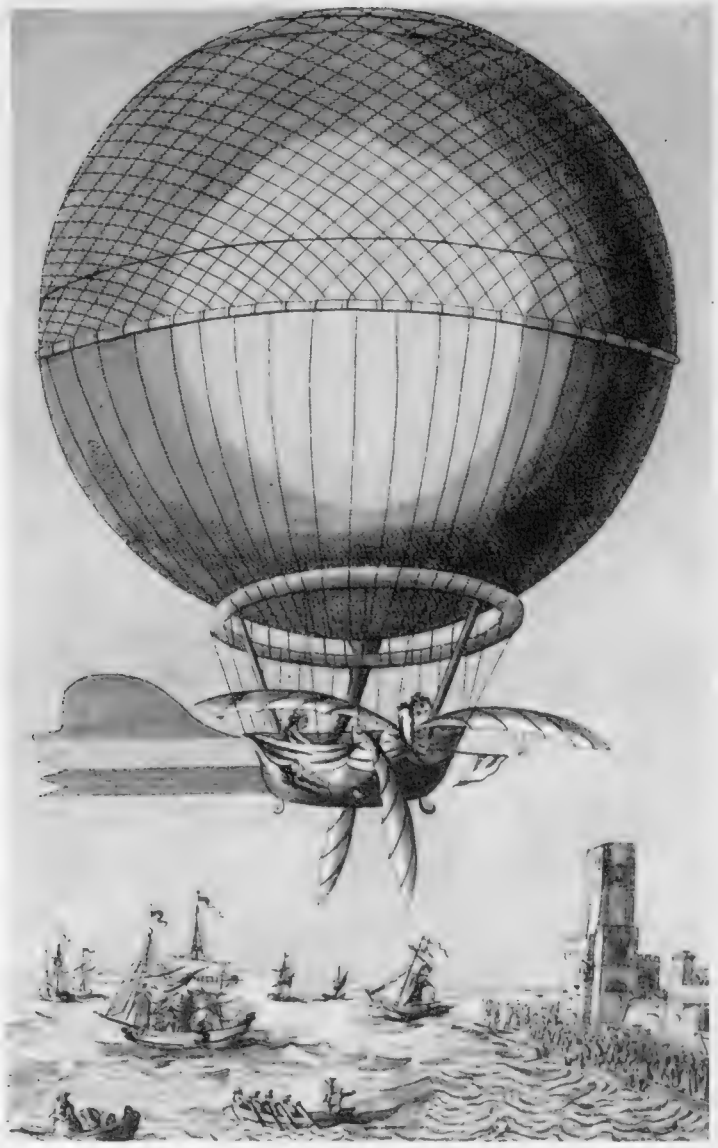
The 92-ft. aluminium mast is stepped in the blazing sun

The lines of the yacht are clearly seen while still under construction in a shed at Ryde, which lies on the Parramatta River, near Sydney

Gretel is seen near Sydney Harbour Bridge on her shakedown cruise

Another view of the *Gretel* in action on her shakedown

A water-colour by Herman Gaillon shows Professor Gay-Lussac and J. Biot in France in 1804 during one of their balloon ascents, the first to be made for observation of atmospheric phenomena at great heights. Professor Gay-Lussac claimed to have reached an altitude of 22,892 ft. on one ascent

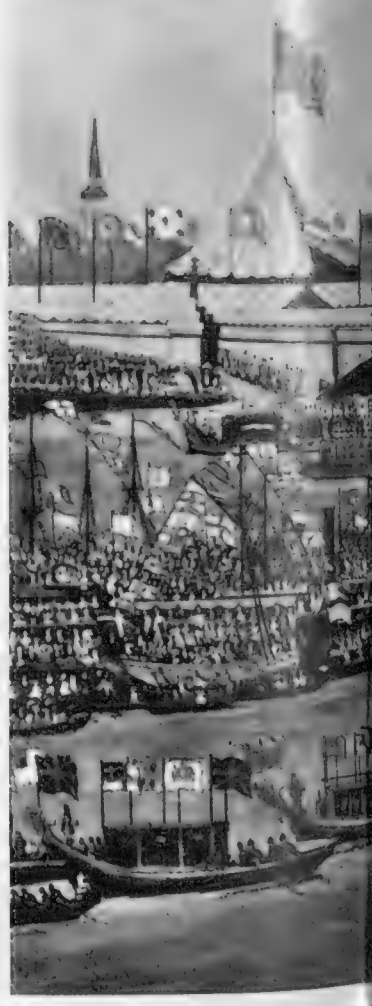


An etching of the first crossing of the English Channel by balloon. It shows Jean Pierre Blanchard and Dr. Jeffries leaving Dover on January 7, 1785. The flight started off amid great disagreement. Blanchard wanted to make the flight alone and Dr. Jeffries then travelled to Dover Castle with a band of sailors, threatening to remove the balloon. The Governor of Dover Castle intervened and arranged the joint flight

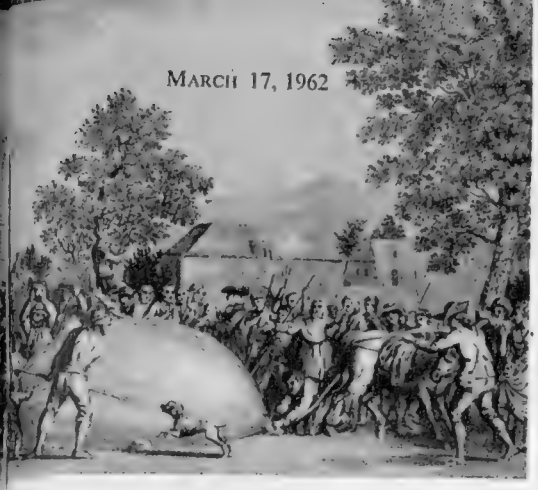
NOT ALL HOT AIR

Next Tuesday, March 20, Sotheby's are to auction the collection of ballooning and aeronautical prints and drawings of Colonel R. L. Preston, C.B.E. They present the triumphs of the early days of the pioneer aeronauts. The story starts with the two brothers Joseph Michel Montgolfier and Etienne Jacques Montgolfier, paper manufacturers who lived at Annonay, Lyons. They gained the idea for a hot-air balloon after watching ash floating into the air from a fire. Their first unmanned balloon demonstration took place in 1783. In Paris, Etienne constructed a 74-ft.-high balloon, which flew in September of that year from Versailles, carrying a sheep, a cock and a duck, forerunners of the dogs and monkeys which preceded man into space. Two months later came the first-manned balloon flight. Joseph Montgolfier was also a noted early parachutist. In December of that same year, another Frenchman made the first flight in a hydrogen-filled balloon. Soon afterwards ballooning came to England and then spread all over the Continent. By the early nineteenth century, professional balloonists and parachutists had become a popular feature. One of the most famous flights was made in 1836 when Charles Green flew from Vauxhall Gardens, London, to Weilburg, in Nassau, Germany, in the Royal Vauxhall balloon, taking eighteen hours for the 480-mile journey.

The Vauxhall Royal Balloon, filled with passengers, leaves London on September 9, 1836. In a coloured lithograph, after Black, by F. Alvey



In the coloured aquatint, published by
August 1, 1831. Flying high over the c



The etching, published in London, shows the inhabitants of Gonesse, near Paris, attacking the first hydrogen balloon of J. Charles in 1783. **Below:** A mezzotint shows Sir Richard McGuire in 1785 being hauled out of the sea after a balloon flight from Dublin

A huge crowd at Versailles watches the Montgolfiers' first hot-air balloon ascent in free flight carrying a wicker basket containing a sheep, a cock and a duck. The date was September 19, 1783, and the picture is a coloured optical etching. Two months later, Pilâtre de Rozier and the Marquis d'Alandes, in a larger Montgolfier balloon, made the first manned balloon flight

Laurie of Fleet Street, the new London Bridge is opened in the presence of William the Fourth and Queen Adelaide on
d boats on the Thames is the balloon of George and Margaret Graham, professional aeronauts between 1823 and 1853

BRIAN VESEY-FITZGERALD

THE COMPETITIVE COOT

I like watching coots. All the big ponds near my home, which means pretty well every pond more than one acre in extent, support a population of coots. So I have not got to go very far to see them; and that suits me well, for I am a lazy man. Quite apart from that, watching coots gives me real pleasure. Not because it is a beautiful bird. So far as it is possible for a bird to be ugly, I suppose it is an ugly bird: certainly, it is an ungainly, almost a clumsy bird. But, because it is a bird of real and very definite character, you cannot watch coots for very long without becoming wholly absorbed in their behaviour. I have been watching them pretty regularly for more than twenty years.

A coot tends its nest, which contains one egg and one youngster *Photograph by Eric Hosking*

I think that one of the oddest things about coots is that people do not watch them. And this, I feel sure, is because they are so common. Everyone knows the coot. "As bald as a coot" is a descriptive phrase common throughout Britain; for good reason I know it only too well! Just because of its commonness, it is ignored. It is the uncommon, the oddity, that attracts attention. Most of the bird-watchers at these ponds have their glasses on the ducks, on the grebes, on the occasional rarity. The coot is always present, too common to be worth bothering about. I think it must be the same everywhere else, for, considering how common it is, very little seems to be known about the coot.

During the winter months, from the end of October to about the third week of February, our coot population is much bigger than it is in spring and summer. It is said that the increase in numbers is due to the presence of birds from the north, driven from their lakes and ponds by hard weather. But I do not feel very happy about this: the increase occurs every year, and there is not all that hard weather in the north by the end of October every year. Moreover, there is usually hard weather in the north in February. If hard weather was the only reason for this increased population, one would expect greater numbers well into March. But always, before the end of February, there is a thinning out. I think that some coots must be genuinely migratory in habit.

There is certainly some local movement. One of the ponds near my home, a pond of about 2½ acres, holds nesting coots every spring: but I have yet to see coots on it in the winter. I suppose that they join the birds on one of the bigger ponds. I cannot be sure about this, because I have never been able to distinguish between coots by sight. Of course, hard weather does affect coots. In the very cold spell at the beginning of the year all the ponds around here were frozen hard, and the coots left for the estuaries. Within a day or so of the thaw they were back again in full numbers; which suggests a pretty good intelligence service.

The coot flocks may sometimes amount to fifty or more birds on the larger ponds. Fifteen years ago the numbers were a good deal bigger, but there has been a gradual decline in recent years because the ponds are more used by man. The flocks are most amicable in the winter, but in the spring and throughout the summer the coot is a quarrelsome, rather aggressive, fellow. This does not seem to have anything to do with territory. The coot, obviously, has no territorial system in the sense that, for example, a robin has. It is not at all uncommon to find several nests close together in one reed-bed, and when this happens the birds from the different nests get along together perfectly well while they are in the reed-bed.

Out on the open water, only a few yards from the nest, it may be a very different matter. There is no question of territory involved, no quarrelling over food, nothing like that and it certainly is not a game. It is just that one coot, all of a sudden and for no apparent reason, does not like the look of his neighbour. Watching the preliminaries, you might think that it was all part of a game. There is one bird swimming harmlessly by; there is another watching it. The watcher crouches, neck stretched low on the water, and then suddenly rushes forward. This is no game: the birds really strike at each other with wings and feet and bills. They mean business. The coot, by the way, has a savage streak in him: I have seen one seize a duckling by the neck and drown it.

It may all be over in a few moments, during which the air is filled with loud cries of anger and exasperation and there is a good deal of splashing. If it is not over almost as soon as it has begun, the mate of the assaulted bird will leave the reeds and rush to its assistance. This, of course, will bring in the attacker's mate as well. And that means a battle royal. They are noisy battles and the blows really go home, for these are not mere demonstrations, but no damage ever seems to be done, beyond a loose feather or two. And they end as suddenly as they begin, the pairs swimming off to their nests, which may be next door to each other, to preen and recover. Coots are certainly short-tempered. I have often wondered if they suffer from indigestion.

They make the most devoted parents. When the young hatch, the parents keep them close to their sides and close to the reeds, never venturing far into the open water. They keep the strictest watch upon their every movement and upon all other birds as well, not hesitating to attack should one come too close. I think that perhaps the duckling I saw drowned had come too close. Should a gull or a hawk, or even a rook, appear overhead, a hasty retreat is beaten to the reeds; one parent leading the way, then the slim brown and pale-grey youngsters, and the other parent bringing up the rear. The parents are always talking to their young, too. The normal note of the coot is a loud monosyllabic "kowk." W. H. Hudson remarked on the humanlike tone of the coot, and perhaps it is this sound that makes me wonder if the coot suffers from indigestion, but there is a large and varied vocabulary which can be heard when the parents are teaching their young. And teach them, they do.

It is a most delightful sight to watch the parents pulling water plants and offering them to their young; and later, just indicating the plant with an inclination of the bill; to watch them teaching the young to dive (coots are rather clumsy divers and have to give a little jump before they can do so, and it seems to me that it is this little jump that has to be taught); to watch them restraining the impetuosity of the young as they become bolder and want to swim farther and farther out: to watch them preventing the young from going too far on to land.

Watching the coot you begin to realise why it is such a successful bird. It is too often forgotten, I think, that rare birds are rare, more often than not, simply because they are not very successful in the battle of life. The common are the successful. The coot, I think, is common because it is so well taught in youth.

Soldiers wearing special plastic suits undergo an experiment in heat treatment at the laboratory of the Medical Research Council at Hampstead, in London. The men, volunteers from the Royal Sussex Regiment, are undertaking their roles as human guinea pigs for three weeks. The plastic suits keep the temperature at a level 109 degrees and the soldiers are spending two hours each day wearing them in the "hotbox." The purpose of the experiment is to create conditions similar to those in the tropics and to investigate whether it would be worth while employing heat treatment of this kind as a means of acclimatising soldiers before they are sent to tropical stations. The results could be important in these days of mobile reserves

GUINEA PIGS OF THE ARMY

The sea-front at Santa Cruz de la Palma in the Canary Islands. It is a delightful town in an island little known to tourists

TRAVEL

THE LOVELIEST OF THE CANARIES

By **GORDON COOPER**

Of all the seven main islands of the Canaries La Palma is the most beautiful. Yet it is rarely visited, even though it is now easy of access and offers perfectly adequate accommodation. By sea, there is a shipping company which continues on to Gomera and Hierro after calling at Santa Cruz de la Palma, the small capital and main port of the island. Arrangements for a ticket are best made in Santa Cruz in Tenerife. This may take time. But there is now, during the summer, a twice-daily air service from Tenerife; it takes 45 minutes and the return fare is £2 14s. Tickets can be booked by Iberia Air Lines of Spain (19 New Bond St., W.1.). For accommodation, I can recommend the Parador (situated on the seafront), while there are also the Hotel Mayantigo (1B category) and the Pension Florida (Lux.).

Santa Cruz de la Palma is a delightful little town, pleasant architecturally and rewarding to the saunterer. But it only comes to life on the occasion of a fiesta when the population provide various exciting distractions. In any case, I recommend this island to those seeking a district undiscovered by the tourist agent, even though it was well known to navigators and captains as long ago as the Middle Ages. There is scope, too, for some good excursions.

La Palma is an island of high mountain slopes, of deep gorges, fertile green slopes and dense pine forests; here and there are large areas of ash where the countryside has been devastated by molten lava. There are several peaks exceeding 7,000 ft. in altitude, while there is also the Gran Caldera occupying the centre of the island and one of the volcanic wonders of the world. This enormous crater measures four miles across and is between 6,500 and 7,000 ft. in depth. Its interior, a little world on its own, is most interesting, for it is covered with luxuriant vegetation and offers scenery of what I regard as unique beauty.

While it is possible to visit this spot on a day's motor-car excursion, I suggest it is preferable to arrange an overnight's stay at Los Llanos or nearby El Paso. Both villages have satisfactory inns, the one at the latter place being noted for its food. Incidentally, both these places are linked with Santa Cruz by daily bus service. The journey in the crater is best made on foot or muleback, and details can be arranged through the Tourist Office in Santa Cruz.

Within easy access of Santa Cruz is the Barranco del Rio, a beautiful spot and a happy hunting-ground for the botanist. Provided one has a steady head and does not mind narrow paths and precipices one can wander far along through the gorge, where the spectacular rocks are clad with many ferns and native plants. Wild flowers, by the way, are at their best, throughout the island, during April and May, while in February some of the villages have their streets adorned with carpets of almond blossom.

Before reaching this gorge and not far distant from the town is the Barranco de la Madera, where there is an interesting sixteenth-century church, the home of the Virgen de las Nievas. This is an ancient and much venerated image of the Virgin, to whom the church is dedicated. Every fifth year, in April, this sacred figure is borne in procession down to the town to be placed on a richly bedecked stone ship, said to be a full-size model of Columbus's ship, the *Santa Maria*, in which he made his epic transatlantic voyage. Festivities continue for a fortnight, and Spaniards congregate here from all parts of the world to partake in this curious and colourful ceremony.

The Parador in Santa Cruz is situated on the sea-front. **Right:** Some of the old houses which are a feature of the capital of La Palma

South of Santa Cruz is the famous Cave of Belmaco, once the home of the Kings of Tedote, now converted into a cowshed. Outside the cave are two large stones engraved with curious spiral designs, supposed locally to be an ancient script. Some experts, however, claim that they are meaningless and were incised for ornament only. The village of Mazo is nearby. In the coastal vicinity there are vineyards from which the grapes provide an agreeable wine. Tobacco is another important product, and while the local cigars are quite smokeable and inexpensive, I hardly rank them with Havanas.

The original inhabitants were known as Bena hoaritas, and their descendants today are of good physique and light complexions. Not least of the attractions to La Palma lies, in fact, in its people. In some districts they still wear on special occasions traditional

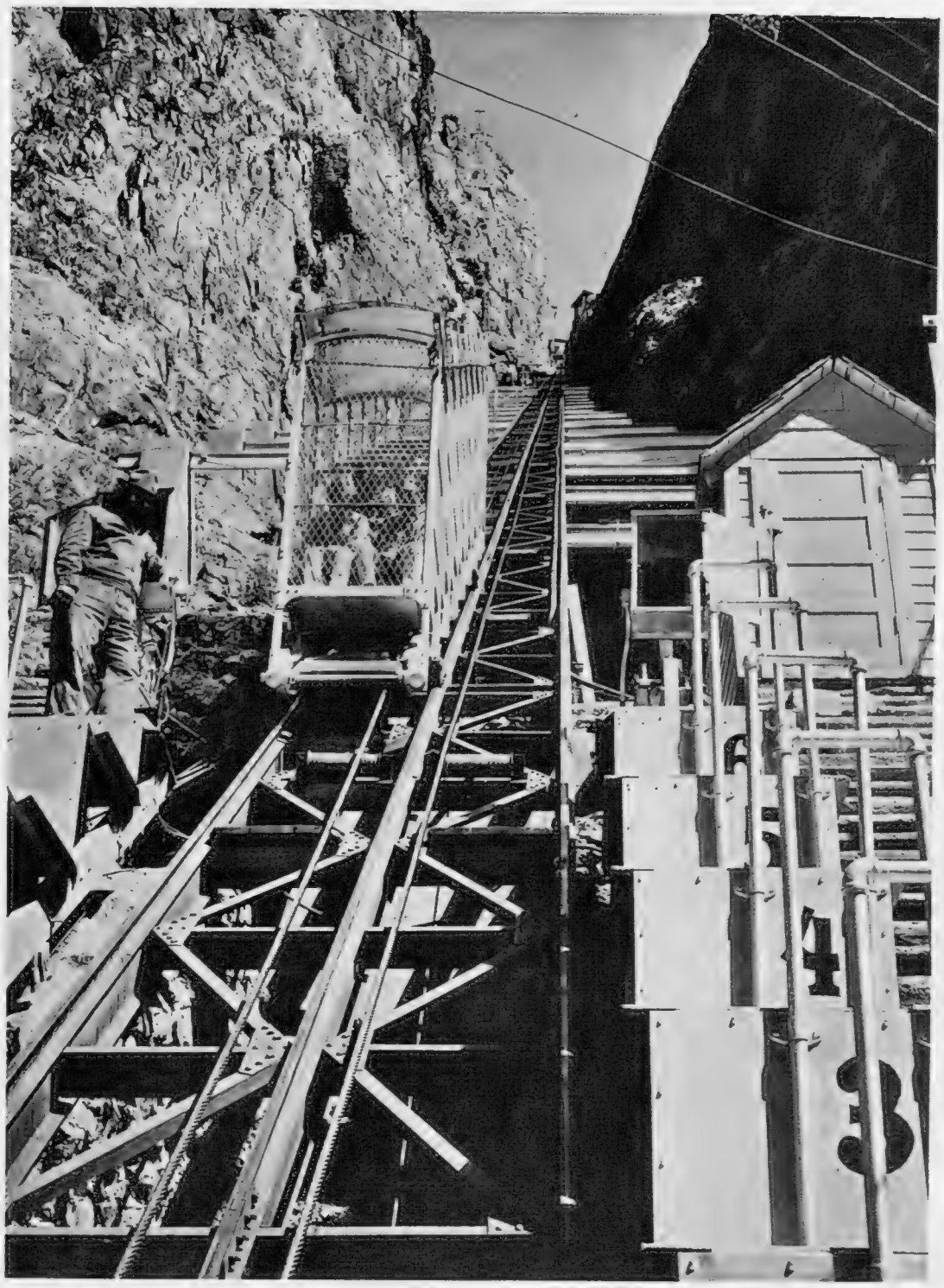
dresses of great loveliness. Some of these costumes are, indeed, quite curious, and in some cases they appear to have a marked touch of Regency design.

While a fortnight could most pleasantly be spent on this island, the adventurous might care to continue on by inter-island steamer to Gomera, at whose capital, San Sebastian, Columbus stayed while preparing for his voyage of discovery to America. There is an ancient church where he attended Mass, and an old house, where, it is claimed, he lodged. The well-wooded hinterland of this island is scenically glorious, and you may still find someone to give you a performance of the " whistling language," by which a conversation can be carried on over a distance of three or four miles.

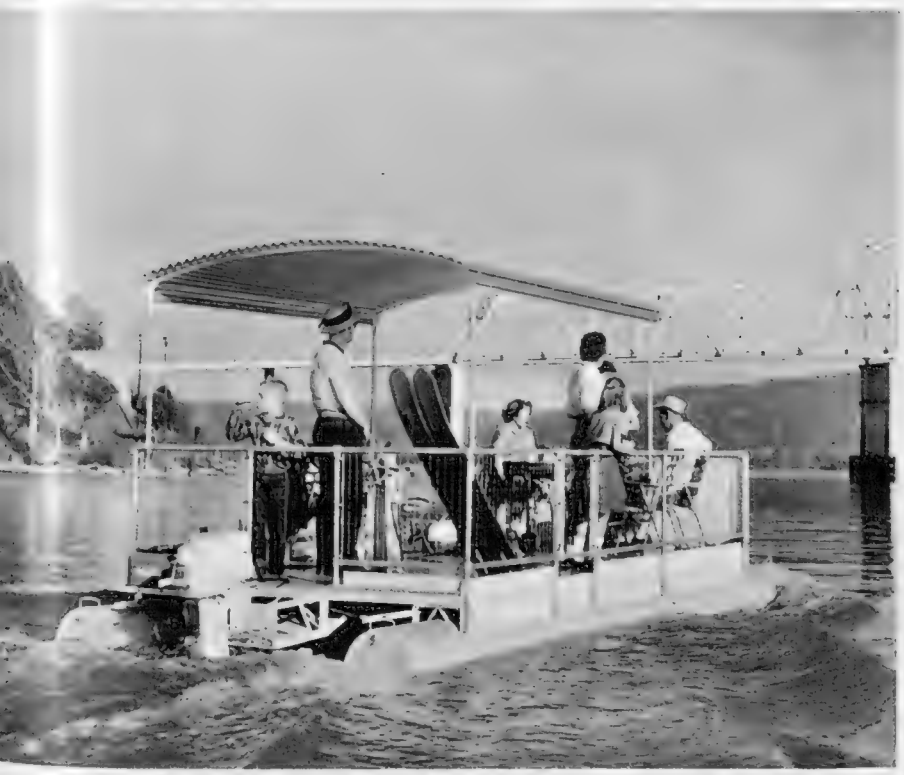
About 50 miles south-west of Gomera is Hierro, the last land sighted by Columbus on his American expedition. Until then it was regarded as the end of the world. Since the island rises sheer out of the sea, landing can be difficult. The bus journey up to Valverde, the tiny capital (inn), offers a thrill. The outstanding sight is El Golfo, a vast vineyard descending steeply to the sea. The wine produced is here excellent and potent. The most important products of Hierro, however, are its figs. They are said to be the finest in the world.

For further information about La Palma, Gomera and Hierro, consult the Spanish Government Tourist Office, 70 Jermyn Street, S.W.1.

UNUSUAL FORMS OF TRANSPORT IN THE U.S.



A caged coach brings passengers into the lower station after they have made the descent of the Royal Gorge, near Canon City, in Colorado, U.S.A. On some sections of the rails, cable cars travel at an angle of 45 degrees



Pontoon boating is a new form of recreation in the United States of America. The pictures above show two types of pleasure pontoons on the water in Florida. One without and one with a roof. The idea for this fashion originated from the pontoons used to bridge rivers in wartime. It has been discovered that they can be converted with comparative ease into cruising craft. Families are enabled to explore rivers, lagoons and lakes, and those who wish to water-ski can be towed. Pontoon craft have a low draught and can attain high speeds

CARNIVAL

Some Seasonal European Traditions

One of the magnificent floats for the annual Battle of the Flowers in Nice, in France

In Mainz, West Germany, the Berlin Wall is symbolised

Another aspect of the festivities in Nice. King Carnival rides in triumph to take possession of the city

In Bergen Op Zoom, in the Netherlan

Mainz is proud of its 2,000-year-old tradition. A dinosaur is harnessed to a Stone Age " rail car " which carries " cave men " from the local railways

ature of the Carnival here was a grotesquely designed float

Spacemen are among the themes at Viareggio, in Italy

BOOKS

A SERGEANT PILOT

Travelling types; the last splendours of Victorian glasshouses; novels set in Spain, Australia and Dublin

There must be thousands of us who recall those wartime dispatches in which so many exploits were described and credited only to "a sergeant pilot." He shot down more enemy aircraft in the Battle of Britain than any other pilot. He shot down the Heinkel which had just bombed Buckingham Palace and as late as 1941 he still had the highest score of enemy aircraft destroyed. This was—and is—"Ginger" Lacey, who, at the beginning of the war, was Sergeant Pilot J. H. Lacey and who is still flying in the R.A.F. today. Mr. Richard Townshend Bickers has written the fantastic story for the first time, in GINGER LACEY—FIGHTER PILOT (Robert Hale. 16s.), and wonderful reading it makes in an age which has not forgotten its very young heroes of 1940 and the years after.

POOR MAN'S MIMOSA (Methuen. 12s. 6d.) is by Mr. Anthony Carson, which is to say that it is funny, highly individual, perceptive, tolerant and not like any other travel record that one has ever read. For this is Mr. Carson's story of a journey through France to Spain, made on a motor scooter, with the essential help of one Mart, who not only drove the Lambretta but "did everything." One can't help feeling that, by and large, hers was the more heroic part since, for one thing, the journey began, and for some time continued, in drenching autumn weather and also because her volatile passenger was apt to fall off the conveyance, and did so on one occasion with most uncomfortable results. But Mr. Carson being the inspired and enthusiastic traveller-writer that he is, the book is really his from beginning to end and the reader is left with a confused but none the less real feeling of happiness.

Lady Vyvyan's volume of autobiography, ROOTS AND STARS (Peter Owen. 21s.), which she has called *Reflections on the Past*, gives a fresh view of her long and adventurous life which, with the constant background of a Cornish home, has carried her across the world and back, an inspired and intrepid traveller and commentator, time after time.

Mrs. Ann Davison is a traveller of another kind; the first woman to sail the Atlantic single-handed and a redoubtable sea-woman in small boats. BY GEMINI (Peter Davies. 18s.) is her own record of the latest trip, a solo voyage in a 17-ft. outboard cruiser from Miami back to Miami, *via* the extraordinary itinerary of New York, the Hudson River, canals up to Canada, more canals and lakes to Chicago, Illinois and Mississippi rivers down to the Gulf of Mexico, across the Gulf to Florida and round the corner (if the nautical-minded will allow the term), back to Miami. Her book on this adventure is good-humoured, informal and practical in its information—that is, to any other stout-hearted ladies who are thinking of taking a comparable journey.

I would never have supposed that I could find a book devoted to the history of glasshouses and conservatories of more than the most ephemeral interest, but Mr. Kenneth Lemmon's work, THE COVERED GARDEN (Museum Press. 30s.), is really more than this, because together with an account of the most impressive of Paxton's edifices at Chatsworth, where he was once head gardener, and the Crystal Palace, Mr. Lemmon has incorporated a history of plant collecting from tropical and sub-tropical countries. Though the great splendours of Victorian glasshouses have disappeared, the author reminds us that it is the "little men" in their millions who have recognised the value of even the smallest glass-covered garden.

LIMITATIONS OF LOVE (Macmillan. 18s.), by Miss Kathleen Farrell, triumphantly proves that even in a novel about girlish infatuations, charm need not be synonymous with saccharine. Miss Farrell, to the contrary, has an astringent humour and presents her young characters objectively, if kindly, and with no concession to the Dewy Youth school of fiction. I found her new book most entertaining and the dialogue, as always, wonderfully true to life.

RETURN TO ALCAZAR (Peter Davies. 18s.) is Miss Elisabeth Kyle's story of a search for a girl, long believed dead. Here is a writer whose own travel experience gives the settings of her novels great authenticity and the present book, with a Spanish background, has a vivid but untheatrical atmosphere that many romantic novelists might envy. The plot is concerned with a child believed killed during the Spanish Civil War, thirty years before the opening of the story, and it has its sensational moments. Smoothly written, though, and always with that admirable power of conveying the spirit of a place.

THE NOTEBOOKS OF SUSAN BERRY (André Deutsch. 16s.), a first novel by Mr. Michael Mott, makes gay and inconsequential reading till the mood changes and we see a young English girl with her own blend of obstinacy, courage and curiosity, setting out alone, but for successive lovers, on a tour of Europe. Readable but not entirely convincing.

Noël Coward holds auditions for his new musical, *Sail Away*, which opens in London in June. Left is designer Loudoun Sainthill, right is casting director Ian Bevin

BEAUTY IN THE NORTH

Guides to Lancashire and the Peaks

It is all too easy to tie a label on industrial Lancashire, and to leave it at that. Those of us who live in the south are apt to overlook the great rural stretches, the forests and moors of surpassing beauty, which rub shoulders with Burnley and Blackburn, Wigan, Bolton, Bury and Rochdale, not to mention other towns in the County Palatine and in West Yorkshire. In LANCASHIRE COUNTRYGOER (Robert Hale. 18s.) Jessica Lofthouse gives us yet another enchanting book about the countryside within easy reach of the dark satanic mill towns. Manchester is left behind at 9 a.m. on a cheerless morning, and after a brief rail journey, we are soon striding along in the Ribble valley or ranging the foothills of Pendle. Craven, too, awaits us and Bowland Forest after little more than two hours' travel. This book is the precious outcome of years of exploring.

This fascinating proximity of industrial towns with wooded dales, steep-sided gorges and windswept moorland comes to the fore with equal charm and force in K. C. Edwards' THE PEAK DISTRICT (Collins. 30s.). This is a new addition to the *New Naturalist* series, dealing with perhaps the most welcome of all our national parks; for it is certainly the most accessible, nearly half of the population of England living within 75 miles of its borders. Here is a general introduction to a delightful region, and one which ramblers of serious intent will enjoy and value. Those who have lately been concerned in the great Ullswater dispute—it had its dramatic climax in the House of Lords debate, when their Lordships threw out the Manchester Corporation Bill—will be interested in the author's views on water conservation among the northern moors. He asserts that the reservoirs have for the most part improved the scenery of the Peak, but admits no less freely that protective measures adopted by the supply authorities over a wide area have led to restrictions upon public access.

A large part of the company of music-lovers who do not sing in choral societies is almost entirely oblivious of the great tradition of choral music. Dr. Percy M. Young regards this as the connecting link between the two aspects of music defined in "song" and "symphony". In THE CHORAL TRADITION (Hutchinson. 45s.) he surveys a rich field, declaring that "no music could be more classical—in poise, serenity, proportion and determination—than that of Palestrina, and no music can more richly secure the essential feeling of Romanticism than the great Requiem of Verdi." Those who were privileged to hear the recent performance of The Requiem at London's Royal Festival Hall will no doubt readily agree with the latter view, and it may well be that in the near future more and more audiences will have the opportunity to respond to choral music. Gervase Hughes's COMPOSERS OF OPERETTA (Macmillan. 35s.) enters a field hitherto somewhat neglected by writers on music. We are introduced to over 200 composers, contributors to the genre from such outstanding exponents as Offenbach, Johann Strauss, Sullivan and Lehar to Richard Rodgers and Frederick Loewe who have made the welkin ring in modern times.

When in 1948 it seemed that at long last the Palestine situation was to be resolved, that the new Israel was indeed to become the Jewish national home, the situation of Jerusalem, condemned to an unholy partition, caused dismay among world Jewry. In THE FAITHFUL CITY (Hogarth Press. 35s.) Dov Joseph, a Canadian-born Zionist who has played a leading part in events as Jerusalem's military governor and who helped to save the city from starvation and destruction, describes the events of 1948, the great ordeal of the siege and the terrorist activities of the time. A year later Jerusalem became the true capital of the new Israel, as it always had been in spirit the capital of the promised land.

"You need never remember a date again," say the publishers of NEWNES DICTIONARY OF DATES AND ANNIVERSARIES (Newnes. 35s.). This volume is certainly sure of a warm welcome, with authors and journalists among those most likely to cherish its well-arranged and orderly pages.

Richard Edmonds

Two of this week's best novels come, respectively, from New Zealand and Australia. A POUND OF SAFFRON (Gollancz. 18s.) is by Mr. M. K. Joseph, who wrote that wonderful war book, *I'll Soldier No More*, and with it established himself once and for all as a genuinely important novelist. The present book is utterly different in one respect, for its setting is the university at Auckland, though staffed and attended by strictly imaginary characters, and the theme is the academic life in all its gossipy, place-seeking or idealistic reality. Mr. Joseph, as before, writes marvellously about people and both his books have this one thing in common: a human warmth and truth that can never be counterfeited.

THE GOOD LOOKING WOMEN (Michael Joseph. 18s.) is Miss Ruth Park's story of a Roman Catholic family living in the suburbs of Sydney and enduring many of the problems of being related, ill-assorted and only sporadically affectionate. One of the daughters has been separated from her husband, another is a nun and the youngest declares that she has seen the Virgin Mary three times. Pa, a sensible sort of man, thinks that the visions are private business or, as he puts it, " For God's sake, let 's keep it in the family." But the publicity is inevitable and, after it, the tragedy. Sympathetically, even tenderly, written and with really good characterisation.

Mr. Paul Smith, Irish writer, traveller and artist, whom Dorothy Parker has classed with Sean O'Casey, has written a powerful and dramatic novel about a family in the Dublin slums during the '20's. The venue is one which the author knows from hard experience and his book, THE COUNTRYWOMAN (Heinemann. 18s.), has not only the ring of truth to it but a compassion which transforms even the most miserable or brutal scenes.

Vernon Fane

WAR MEMOIRS OF A KING

James II—following the precedent set by Cæsar—wrote his war memoirs, and he has been followed by a majority of war leaders down to Montgomery. Sir Arthur Bryant has justified James II's claim to be a " war leader." In his youth he was a bonny fighter by land and sea and, with allowances for the relative size and weights of armies and fleets, he is entitled to rank as an Eisenhower-Foch-Jellicoe rolled into one. James II's original manuscript and authentic copies were almost certainly destroyed during the French revolution. Churchill in his *Marlborough* deplored their certain loss. Nothing remained but faulty extracts—until 1954, when a pipe-dream of bibliophiles came true, and by a million-to-one chance one such discovered in the Turenne family chateau in the Midi an authentic later transcript, checked by the King himself, covering the campaigns from 1652 to the Restoration.

This, with enthralling and scholarly prefaces, is now released in THE MEMOIRS OF JAMES II, translated by A. Lytton Sells (Chatto and Windus. 42s.). The King shows up well, as soldier and author. There is no egotism in his narrative; the terrain is all too familiar to those who fought in our two world wars. The accounts of skirmishes read like pages from *The Three Musketeers*.

So, by a miracle, the lost is found again after 200 years, and readers may be assured that there is nothing dry-as-dust in the scholarship which produced this extraordinarily valuable find. The siege of Arras in 1654 was romantic enough, so was the Restoration in 1660. But their romance pales beside the romance of a mid-twentieth century bibliophile and his discovery in the library of a Midi chateau, and how he " swapped " the unsuspected treasure of Cardinal Bouillon for new lead for the chateau roof. Here is sleuthing more exciting than Agatha Christie or Josephine Tey.

John Gore

At a nightclub in Paris, Julio Desnoyers (Glenn Ford), in his career in the French Resistance, pours champagne for a group of German officers

Etienne Laurier (Paul Henreid) and his wife Marguerite (Ingrid Thulin) with whom Julio Desnoyers falls in love

FOUR HORSEMEN OF THE APOCALYPSE

at the Coliseum Cinema

M.G.M. continue their series of expensively-mounted remakes of films of the '20's and '30's with this new version of Ibanez' romantic novel, originally made as a silent film starring Rudolph Valentino. It is now in CinemaScope and colour, and the period has been moved from the First World War to the Second. The story is of the tragic and fateful divisions brought by war to two families, the Desnoyers (French) and the Von Hartrotts (German), both descended from one grandfather, Julio Madariaga. The four horsemen are the symbols of Conquest, War, Pestilence and Death who are seen galloping at the more dramatic moments. The film is stylishly directed by Vincente Minnelli, a season of whose films begins next month at the National Film Theatre.

At a fiesta on the ranch in Argentina are Julio Madariaga (Lee J. Cobb) and his grandson Julio Desnoyers

A German staff car is blown up in Paris by Resistance workers following a tip from Julio Desnoyers

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

H. E. Cubitt

In January of this year, Mr. Cubitt became chairman of Holland & Hannen and Cubitts Ltd., one of the biggest building contractors and civil engineers in Britain. He is a direct descendant of Thomas Cubitt, the founder of the firm which amalgamated with Holland & Hannen, and who was the builder of much of late Regency London. The Honourable Henry Edward Cubitt, the only son of Lord Ashcombe, was born in London on March 31, 1924. He was educated at Eton and served in the Royal Air Force as a pilot from 1941-45 in the Second World War. After the war he joined a firm of stockbrokers and in 1955 became a director of Holland & Hannen and Cubitts. Besides being chairman of the firm, Mr. Cubitt is now also chairman of C. R. Developments Ltd. and a director of Cubitt Estates Ltd. and of Metropolitan and Provincial Properties Ltd. His public appointments include being Consul-General for Monaco in Great Britain since 1960, and Trustee of Smith's Charities. In 1955, Mr. Cubitt married Mrs. Ghislaine Alexander, the step-daughter of Lord Kemsley, They live in Mayfair. Mr. Cubitt's private interests are golf, racing, hunting and shooting

PLANNERS AND THE MOTOR INDUSTRY

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Motor exports have always had a compelling interest for Britain's economic planners. At times, this has amounted to almost a morbid fascination. One uses the phrase here to mean the advisers in the Treasury, who have to go through much the same exercises of forecasting and assessment whether planning is politically in or out of fashion. But the export performance of the British motor industry is likely to be one of the elements that planners serving the new National Economic Development Council, in its turn, will consider very seriously. For motor exports form one of the examples most frequently cited by officialdom whenever the wisdom of their " stop-go " policy of boosting and then depressing home demand is called in question.

Their argument is a simple one: the only way to get high exports of motor-cars is to make it hard for the makers to sell their vehicles at home. Time after time since the war, they will argue, any release of home demand has meant a surge of British spending on cars. A car is still, despite congestion on the roads, a possession coveted by people who haven't got one and one that motorists, taken with the attractions of new models, are readily tempted to renew. That has meant a boom in home car sales—sometimes so intense as to require sizeable imports of steel sheet to stamp out the extra bodies. Unfortunately, the planners also argue, motor exports have generally in their turn fallen away sharply. Hence the one way to make the motor manufacturers really turn the heat on exports, Whitehall regretfully opines, is to restrain demand for cars at home.

Today they are inclined to draw this moral once more, though there is a time-lag involved. After the beginning of 1960, there was a fairly rapid decline in the rate of export by the British motor industry; last year, car exports were 370,758 and commercial vehicles exports were 167,905. In 1960 the figures were 569,916 cars and 146,134 commercial vehicles. Whitehall would associate this with the short-lived relaxation of credit restraint during 1960, followed by a short boom in consumer demand that rapidly " got out of hand " and had to be corrected again by last year's July measures. By the end of the year, the officials note, export demand was beginning to recover. Certainly a very satisfactory rate of car exports was one of the more encouraging elements in January export performance. The industry is now confident of a continued rise in sales abroad for some months; the fruits, it will be argued in Whitehall, of continued restraint on demand at home, through the Government's credit policy.

This version of the relationship between home demand and export sales, it need hardly be said, is the very reverse of what the industry itself would admit. Motor manufacturers contend that an effective export effort can only be mounted upon the base of a firmly prosperous home market. They feel sure that if their sales at home were freed from these Government-induced fluctuations and allowed to develop freely, they would be able to devote more managerial time and effort to consolidating their hold on export markets.

To the impartial outsider, both of these rationalisations of the way that motor business at home interacts with sales abroad may seem rather extreme. One doubts whether the experience of the last few years offers very clinching proof of either. The largest export sales in this industry's history came in 1959, which was the last real boom year that Britain enjoyed. Home sales were not as high as they became in 1960, but they were rising steadily; at the same time the industry was exporting more than 50 per cent of the cars it made, with a particular success in the American market. In the first half of 1960, when home deliveries of cars reached a peak, export deliveries remained at extremely high levels. Then home sales began to decline; but exports fell away even faster. Last year, for a few months, home demand was allowed to pick up again; so did exports.

Both these ideas, that home sales and export sales are on some kind of seesaw, or on the other hand can never prosper separately, are too simple. In particular, they ignore the fact that export customers can choose to buy or not to buy without permission from British manufacturers or British bureaucrats. The course of British car exports over the last few years has been dominated not by demand or capacity in Britain but by the changing prosperity and tastes of the North American motorist. In a period of high prosperity and increasing traffic congestion, he began to buy European cars on an increasing scale and, as long as Detroit remained unconvinced that this taste for smaller vehicles was more than a fad, it allowed the European makers to benefit hugely.

Then, suddenly, the industy in Detroit began to think this was a genuine shift in taste. Within a year or two, out came the compacts. Their effect began to be felt even in 1959; yet during much of 1960 Britain and other European makers continued to ship large numbers of cars out to their North American importers. As a result, last year, though the American economy was moving out of recession, and car sales began eventually to pick up, the importers' showrooms were packed with European cars from the high deliveries of 1960. Actual shipments of cars across the Atlantic last year—once again with the disconcerting exception of Volkswagen—were very low.

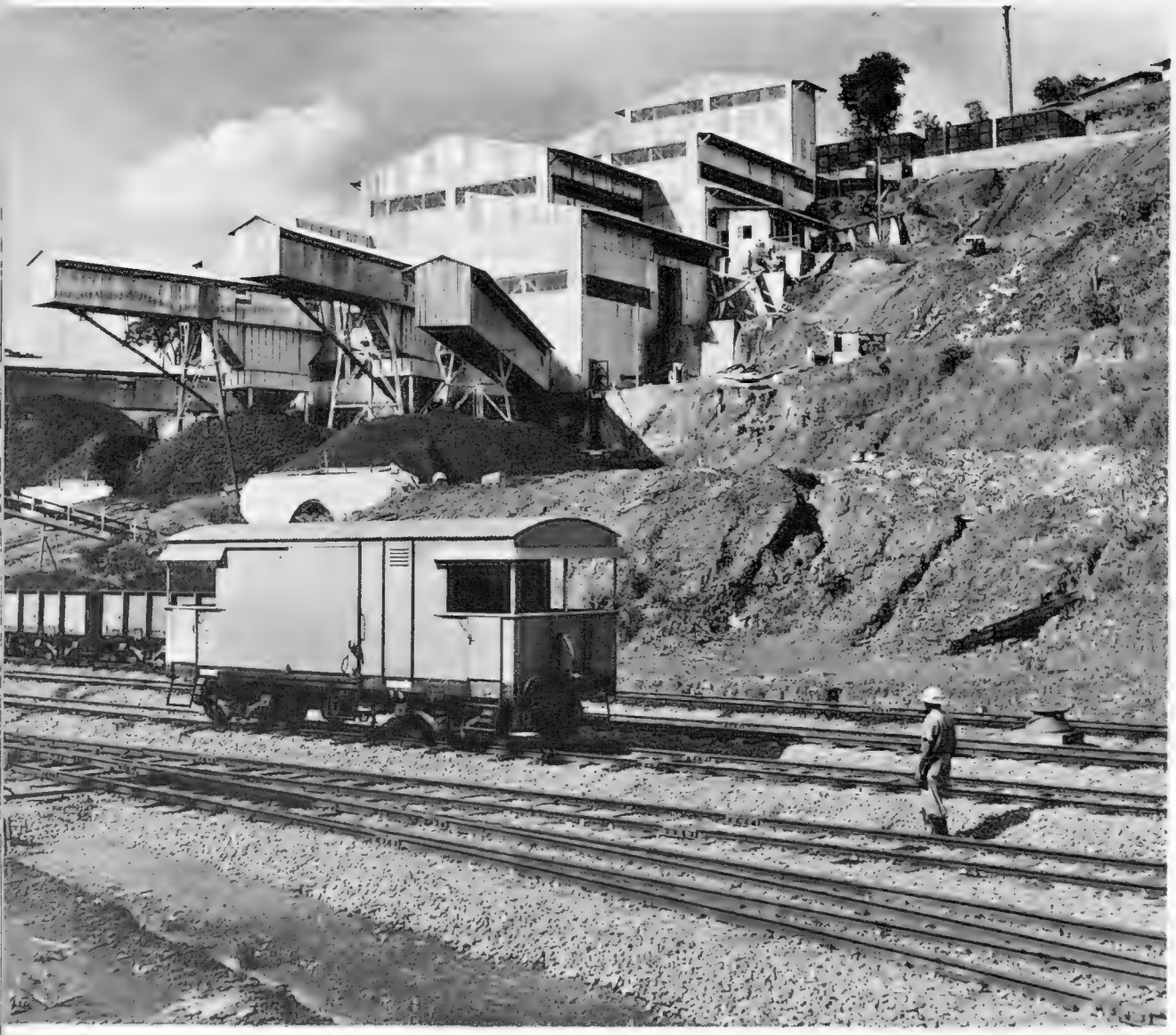
Stocks, eventually, work both ways. The industry's own forecasters have been reckoning for months that they would get quite a large increase in sales to the United States as soon as dealers finally got rid of that backlog of unused vehicles. It seems clear that they are now beginning to gain those benefits. They are hoping to get an increase of 20 to 25 per cent. this year over their total exports last year. But credit restraint is already not quite as tight as it was last summer. And even if there should be no further relaxation in the home economy, the industry is also expecting some increase in car sales within Britain.

It does not seem very easy to match up the points at which the Treasury puts the brakes on home demand and the course of export sales. Nor, on the other hand, do increases at home and abroad have to go together. The swings of demand for exports—in cars as well as other things—occur for many external reasons, beyond the powers of British industry or Government. It is true that forecasters can make sensible guesses about some of the major markets overseas. When these prospects look encouraging, one can certainly hope that the manufacturing capacity will be available and not utterly choked with home orders. On the other hand, when the capacity is available, the cost structures of this industry is such that manufacturers are under more pressure to achieve high production, wherever the products are to be sold, than in many other industries.

Hesitation about taking orders from abroad because they might tie up the works during a period when it is possible that an old and valued British customer may later decide he needs it—which is a real anxiety that I have met among British manufacturers of heavy plant, for example—does not exist in the motor industry. Production for export is not always as profitable as production for the home market; but it is far more profitable than allowing capacity to remain idle.

In the next few years, in any case, this British industry is likely to have to adjust itself to treating much of Europe as an extension of its home market and, conversely, meeting European imports on equal terms. It is making quite impressive preparations to do so. When that happens, any sharp distinction between the home market and a substantial slice of the export market for British cars will become out of date. But so will the severe, schoolmistressish attitudes towards this industry in which Whitehall still continues to indulge.

Jamaica: At the Metal Box Company's factory an operator minds two extruders. These convert raw polythene into tubular film and sheeting (see following pages)



British Guiana: Over 400 men are employed in this manganese mine, connected by rail to the companies' wharfs

Jamaica: A cement factory outside Kingston on the ro

Jamaica: A dragline works a bauxite mine in the mountains near the Kirkvine works

CARIBBEAN INDUSTRY

Photographs by Anne Bolt

An exhibition of photographs by Miss Anne Bolt called " A Camera in the Caribbean " will be on show at the offices in London of the Commission for the West Indies, British Guiana and British Honduras until April 20. One of the most interesting sections of the exhibition is that containing pictures of industrial life in the British territories in the Caribbean.

British Guiana is the largest of the territories (83,000 square miles), and Jamaica is the most highly populated (1,607,000 people). Both have large deposits of bauxite; Jamaica's bauxite exports are the largest in the world, although British Guiana's deposits of this mineral are potentially greater. In Jamaica, bauxite is opencast mined, while in Guiana 200 ft. of overburden has to be removed. Also mined in Guiana are gold and diamonds; full-scale production of manganese began in 1960. In Jamaica gypsum is mined.

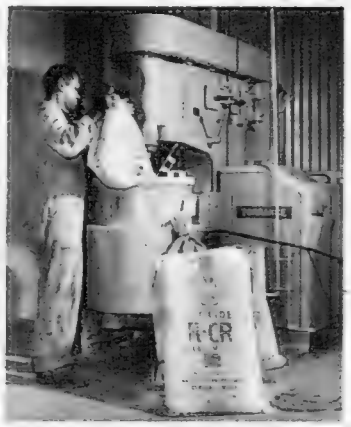
Oil is the main economic asset of Trinidad. Output is fairly stable at 3,000,000 metric tons annually. The island possesses three refineries. (An oil refinery is due to start operating in Jamaica in 1963.) Trinidad's natural resources also include the famous " Pitch Lake," a useful source of asphalte.

All over the area there is much industry attendant on agricultural resources. British Guiana has large reserves of timber, at present difficult to exploit economically, because of lack of access. British Honduras has important forests, although these were badly damaged in the recent hurricane. The processing of sugar for export is found everywhere in one of the world's main sugar-producing regions. There are a number of other small industries in the Leeward and Windward Islands and Barbados.

This month Lord Rootes, Chairman of the Western Hemisphere Exports Council, is leading a trade and industrial mission to the Caribbean to encourage the two-way growth of trade and to study the possibilities of further industrial development in the area.

Palisados. Gypsum is mined on the island

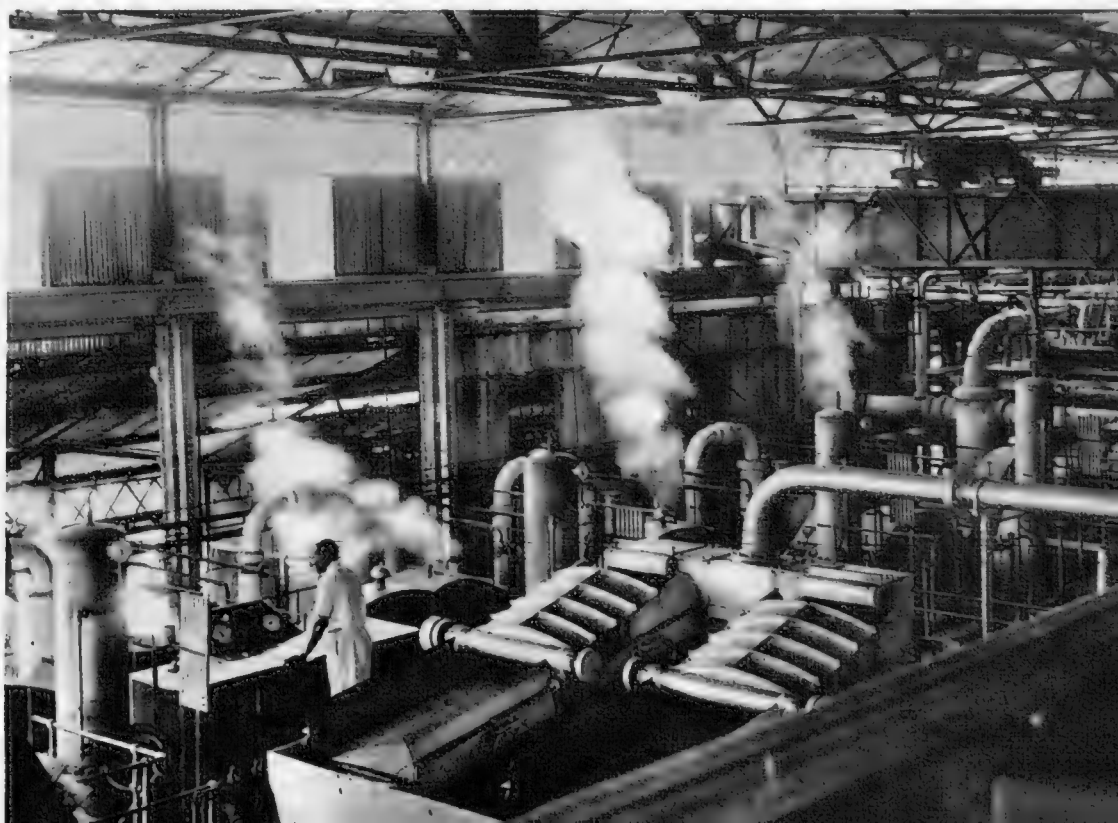
Trinidad: The Catalytic Cracking Unit in the Oil Refinery at Pointe à Pierre



Barbados: A tile factory near Bridgetown. **Centre:** *Trinidad:* Mixing paint in the I.C.I. factory. **Right:** *Trinidad:* Diggers dredge up asphalte from the celebrated pitch lake

Montserrat: Sorting and grading tomatoes for the tomato paste factory of the Leeward Islands Company

St. Kitts: An operator at the control panel of the steam turbines of the Basseterre sugar factory



Additions to the skyline in South-East London

NEW FLATS AND IDEAL HOMES

New tall blocks of flats dominate Avondale Square in Camberwell, in South-East London. They are part of a comprehensive building scheme being undertaken there by the Corporation of the City of London. The old late-nineteenth-century houses on the left are soon to be demolished.

The new scheme will provide 216 flats in three 20-storey blocks and a further 152 flats in other blocks. There will also be twelve maisonettes and six shops. The land on which construction is taking place was granted to the City of London over 700 years ago by King John. At that time it was within the limits of the City. Qualifications for the tenants for the new accommodation is that they must have been born, or work, or have worked in the City.

Sir Lancelot Keay and Partners are the architects responsible for the project in Camberwell. The civil engineering and building contractors are Pauling and Co., Ltd.

These flats should provide ideal homes for their tenants. At Olympia, in London, a wider range of ideal accommodation can be seen in the Ideal Home Exhibition, until March 31.

The Adaptable House at the *Daily Mail* Ideal Home Exhibition. Built by John Laing for the Housing Ministry, it adapts to meet the changing needs of a family

The Sussex Cottage is another exhibit in the show at Olympia. The developers are Hallmark Homes. These cottages are being erected on the South Coast

A modern two-storey, four-bedroom home on the traditional lines is the Berg Landowne House, built by E. and L. Berg Limited. **Below:** The K-D Vacation House is a building by K-D Homes (London) Limited and is designed by John A. Findlay

INDUSTRY AND THE STOCK MARKET

AIR SHARES

By "THE SPHERE" CITY CORRESPONDENT

Britain's aircraft manufacturers can now see the short-term prospects for defence spending, which is a vital pointer for the industry. The recently issued White Paper on defence showed that more than half of the £700,000,000 that will be spent on research and production will go to the aviation industry. While commercial aircraft orders are also being keenly sought after, these defence commitments give a firm base to the industry.

Following the series of mergers that took place under Government inspiration roughly two years ago, the aircraft industry is divided basically into two sections. The airframe side is shared between Hawker Siddeley and the British Aircraft Corporation, with Handley Page the odd man out. Handley Page, with their Herald airliner, are the one small group who have so far resisted merger blandishments. Hawker, a major industrial concern in their own rights, took over De Havilland, the Comet makers, along with Folland and Blackburn Aircraft.

British Aircraft Corporation is a new merger group, formed mainly to combine the airframe businesses of Bristol Aeroplane, English Electric and Vickers. Britain's helicopter interests are channelled through Westland, which took over Bristol's helicopter business and Fairey Aviation.

Traditionally, the aero engine side of the industry operates separately from the airframe side. Among engine makers, probably the best-known name is Rolls-Royce, for whom aero engine production is now a dominant activity. Rolls-Royce have agreed to buy a 50 per cent. share in a new company, Napier Aero Engines, which has taken over the aero engine side of the Napier Company.

While investors can buy shares in Rolls-Royce, there is no direct public interest in Bristol Siddeley Engines, the other large engine-maker. Equal shares in this concern are held by Bristol Aeroplane and Hawker Siddeley.

For investors, the case for a stake in the aircraft industry is clear. The industry is vital for this country's defence, and so will receive a large proportion of defence expenditure. Only a drastic reappraisal of Britain's commitments would involve a reduction in the industry's scope.

Choosing a specific company in the industry is far from simple, mainly because the large aircraft producers have important outside interests. Hawker Siddeley have important engineering subsidiaries, plus a large Canadian group which has recently been running into some profit difficulties. Vickers have large interests in engineering and ship-building, while English Electric ranks as one of this country's three main electrical engineering groups.

On the airframe side, the two leading concerns emerge as Bristol and Westland. For people who want to buy a stake in the aircraft business, Bristol offers an unusually wide spread of interests. Bristol's current business includes aircraft repair and servicing, but its attraction lies in its aircraft investments—which make it in effect a holding company for the aircraft industry.

Most important of these investments at present is the 50 per cent. holding in Bristol Siddeley, which represents a stake in a leading engine producer. For the future, the 20 per cent. share in British Aircraft Corporation holds out useful growth prospects. In the meantime, Bristol holds a 10 per cent. share in Westland (following the sale of its helicopter side) and a 15¼ per cent. stake in Short Brothers and Harland.

Rolls-Royce's reputation as a "blue-chip" investment suffered somewhat during the later 1950's, as the dividend was merely maintained from 1956 to 1960. But that year's increase and the steady increase in sales (from £80,000,000 in 1956 to £108,000,000 in 1960) has attracted investment demand. Over the years ahead, the City expects interesting developments from Rolls-Royce's recent link with the British Motor Corporation. This move, designed to examine possible scope for technical collaboration, followed the sharply adverse effect on Rolls-Royce's car sales of the 1961 Budget.

For investors, Bristol and Rolls-Royce emerge as the two outstanding companies now engaged in the aircraft industry. Westland (in which the John Brown shipbuilding group has a holding) ranks as another leading specialist concern, though a buyer of Bristol shares will also benefit from Westland's expansion. Bristol shares can now be bought to yield around 8 per cent. This compares with 5 per cent. offered by Westland and a slightly higher return shown by Rolls-Royce.

People looking for an even higher yield might well consider Fairey, which recently sold its aviation side to Westland (including the Rotodyne project, which has since been abandoned). Fairey still retains an important interest in aircraft servicing, in Canada and Australia, while its Belgian subsidiary shares in a large Nato contract. Fairey is also interested in general engineering, nuclear power work and electronics.

Following its recent successful defeat of a take-over attempt by Bristol and Westland, the Fairey Company has promised a share and cash distribution. A further distribution has also been forecast if the group's profits do not reach the estimated level of £650,000 during the current year. Investors attracted by Fairey's 10 per cent. yield, more than the possible uncertainties, could find the shares a rewarding holding over the years ahead.

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MOTORING

THE GENEVA MOTOR SHOW

Demonstrations of the new Renault 4; a drop in road deaths; the racing season

By **COURTENAY EDWARDS**

Britain is strongly represented at the Geneva Motor Show, which opened on Thursday of this week and most of the car chiefs who have taken the trouble to go to Switzerland are looking more cheerful than they have done for a long time. They cannot be hoping for much in the way of purchase tax relief or an easing of the petrol impost when the Budget is presented on April 9; but there has been a distinct upturn in the car industry's fortunes.

Following its achievements in January, when the average weekly output of cars rose to 23,503 a week to give a total that was 57 per cent. up on the figure for January 1961, it received fresh encouragement from the February hire-purchase figures, which were 20 per cent. up on January in the new-car field and 35 per cent. up in the used-car market. The February credit contracts were, however, well down on the figures for the second month of 1961 for both new and used cars, and it will probably need a marked improvement on the recent severe weather to get the spring boom really under way.

The Geneva Show, with sparkling displays by all the leading European manufacturers, including a few new models, gives a welcome and traditional reminder that the winter is nearly over. It also underlines the fact that rivalry between the big car firms of Britain, Germany, France and Italy has taken on a keen edge. Severe competition lies ahead for the British industry, whether or not we join the Common Market, and it is hoped our designers will go even farther than they have done so far in offering Continental motorists the design features they want.

There are healthy signs at Geneva and elsewhere that the British motor industry as a whole realises the need to improve considerably its Continental sales and service organisation. It cannot afford to miss a trick. It must be prepared to think up all kinds of new ideas—like that exploited by Renault in Paris at the time of last year's Salon, and which has lately been repeated in London and other big centres of population in Britain.

I refer to the French firm's programme of on-the-spot, stop-me-and-try-one programme of demonstrations of their new Renault Four, now on sale in Britain. Renault are using a fleet of 300 of these rugged four-seat, five-door (including the one at the back) saloons to show off their Gallic virtues to anyone who likes to respond to the invitation displayed at the front and back of each car: " Stop this car for a demonstration." It will be interesting to see how British motorists react to the bold design features of this 747-c.c., front-wheel-drive saloon, which has something of the estate car about it, requires no greasing and has a " sealed for life " cooling system.

Rumours that the new Dagenham Fords would be at Geneva have proved unfounded, as I could have told you, but it shouldn't be long now. There is much of which British visitors to the Show can feel proud, including cars like the E-type Jaguar, the little B.M.C. Minis, the lush Rolls-Royces, the good-looking new Vauxhall Victor, the 1·6-litre B.M.C. range with Borg-Warner automatic gear-boxes, the New Look Hillman Minxes and the elegant Triumph Herald, now well and truly over its teething troubles, with tough Leyland engineers keeping a close watch on quality control.

The number of motor vehicles in use on the roads of Britain is rapidly approaching the 10,000,000 mark, so it was good to learn that last year, for the first time since 1956, there was a drop in the number of road deaths. The total was 6,908—62 fewer than in 1960. The estimated increase in motor traffic over the same period was 8 per cent. Total casualties numbered nearly 350,000. That was more than in 1961, it is true, but only to the extent of less than 1 per cent., whereas there were increases of 4 per cent. in 1960 and 10 per cent. in each of the preceding two years.

The improvement in the casualty statistics is fairly evenly spread over all classes of road users, but child pedestrian casualties showed a surprising increase of 5 per cent. and the number killed—534—was twelve more than in 1960. I say " surprising " because for some years the value of the road safety education in schools has been reflected encouragingly in the accident statistics, and one would have expected this class of road user to have shared last year's general improvement.

Road safety is the main theme of the Road Traffic Bill, intelligently debated on Second Reading in the House of Commons recently, and much interest has been aroused by the announcement that Mr. Ernest Marples, the Transport Minister, is forming two new teams of road accident specialists to study specific aspects of this appalling national problem.

One will be a research team composed chiefly of technical experts, " including," said Mr. John Hay, Joint Parliamentary Secretary, " some people who have experience in psychology and related matters." Their task will be to study human behaviour in accident situations and to find ways of influencing this behaviour.

Here, I am convinced, is the most profitable line of research in the many-sided problem of checking the road accident toll. Impatience, carelessness, selfishness and false pride (in one's driving ability as well as in the performance of one's car) cause more accidents than our admittedly inadequate road system.

Mr. Marples' other teams will be set up experimentally in two or three selected areas to make an overall study of the road accidents in those districts and recommend safety measures related specifically to the local accident pattern. " Some of their proposals might not be orthodox," commented Mr. Hay. I personally would like to see a wide extension of the use of accident " commando " teams which for a long time now have been operated by the Road Research Laboratory (which in its quiet, impecunious way does much valuable work).

These teams race to the scene of crashes occurring within striking distance of their headquarters at Langley, Bucks, to carry out

(*Continued on page 455*)

A general view of the progress being made on the extensive reconstruction of the road junction at Hyde Park Corner in London

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Sir Andrew Napier Noble (centre), British Ambassador in the Netherlands, talks to Mr. W. Smit, Managing Director of Leyland Holland N.V., at the Exhibition of Commercial Vehicles in Amsterdam. Right is Mr. J. S. Less, Home Sales Manager of Leyland Motors Limited

MOTORING

(*Continued from page 452*)

an on-the-spot investigation which goes far beyond the purely physical features of the crash. They try to take a close look at the background to the crash, including the mental and physical condition of the people involved.

We are getting close to the start of the motor racing season. There is a club meeting at Oulton Park, Cheshire, this Saturday, and a week later comes the British Automobile Racing Club's first members' day at Goodwood, Sussex. But we have to wait until May 20 for the start of the Grand Prix championship programme, which this year opens with the Dutch Grand Prix among the sand dunes at Zandvoort.

You will have noticed that our leading racing drivers have been far from idle during the winter; that they have, in fact, had a busy programme in South Africa, Australia and New Zealand. When I bumped into Stirling Moss in the Steering Wheel Club recently, he had just come back from a long trip abroad and was catching a plane for foreign parts a few days later. Before he went he was reported as saying that he no longer cared about being world champion ; that he believed he was in consequence a better and faster driver. I am sure that BP, to whom he is under contract, still hope he will win the championship.

The Ferrari two-seater sports Spyder, which has a 2½-litre 8-cylinder engine

It would round off Stirling's brilliant career in a manner that would be acclaimed by all his many admirers if he won the world crown, but I must admit that so long as he drives freelance and not as a member of a works team, his chances are slender. Perhaps we shall, after all, see him driving for an Italian works team in 1963 and abandoning his policy of driving British at all costs. For Mr. Rob Walker, for whom Moss now drives and who has just been awarded the Ferodo Trophy for his outstanding contribution to motor racing, is likely to pull out of the game after the 1962 season.

It looks like being an exciting season, with strong opposition from the new Porsche, the much modified Ferrari and perhaps a new Maserati for Britain's Coopers, Lotuses, B.R.M.s and Lolas with their new V-8 engines.

Briefly. . . . At a party at Measham, Leicestershire, to celebrate the purchase of the big car auction centre there by Southern Counties, Mr. David Wickins, its chairman, announced that he has built a new £150,000 headquarters for the group at Farnham, Surrey. . . . The Carquad is a new-style garage which folds like a pram hood. Its metal frame is fixed to any convenient wall or fence or it can be used as an extension to an existing garage. Prices range from £45 10s. to £59 10s., according to size. . . . In collaboration with the British Lambretta Owners' Association, Gannex have produced a special coat for scooterists with built-in apron to keep the legs dry, windcuffs and an adjustable chin strap. It costs £12 12s. . . . Simoniz are marketing a new double-action car valeting fluid which cleans and wax-polishes a car at one go. A 16-oz. tin, which has a plastic measuring cup and enough fluid for four big cars, costs 10s.

GOOD LIVING

By Ganymede

Arising from my notes on Cognac in the February 3 issue I had an interesting letter from a reader in Cheshire. He has kept, " for many years, probably forty " a bottle of brandy bearing two labels. One of these is hand-written and states: *Grande Fine Champagne de Proprietaire* 1820, the other, a printed one, reads: *Envoie du Comptoir des Grands Vins Français, Negociant à Bordeaux, Bureaux à Paris, 6 rue Sèze.* The cork is sealed with brown sealing wax which is still unbroken. Let me quote from the letter: " I have always regarded the bottle and contents as a curiosity, partly because I had not the heart to broach it and partly because I always understood, as you point out, that the contents ceased to improve when bottled. I would appreciate any comment you care to make on this relic of the past. Should it be regarded as a ' museum piece ' ? Is it drinkable or worth drinking? Has it any commercial value? "

On the face of it, the bottle sounds genuine. The written label would be that put on by the grower, and assuming that it is genuine, one could equally assume that it was bottled about sixty years after its vintage year, say in 1880. I quite agree with my reader that it is a museum piece and that the bottle is a rare one and a curiosity. It is rather hard to say if it is drinkable or worth drinking. This depends on many things, mainly on the conditions in which the bottle has been kept throughout its whole life. If it has been perfectly kept and the seal is completely intact it should be, at least, drinkable and might be extremely good. In any case, it would be very interesting. It is doubtful though if the cork can be drawn in one piece; such an old cork is likely to disintegrate. If this happens, the best thing is to pour the brandy into another receptacle through a handkerchief, and when the original bottle is freed of cork fragments the cognac can be poured back into it. Because development of cognac ceases on bottling, brandy must never be kept lying on its side. Should this have happened to my reader's 1820 cognac at any time during its bottle life, he may find the contents corked.

I have discussed my reader's query with Mr. Guy Gordon Clark, a director of Martell's London agents, and he confirmed the view that such an old brandy, if properly kept, can be very good. He told me that only a few days ago, in Cognac, he tasted at Martell's an 1848 cognac, bottled about 1905, which was absolutely superb. It had been kept in a 50-litre demijohn in Martell's cellars. He also mentioned that an 1875 is still in cask, not yet ready for bottling, but this is a freak, because much later vintages have been bottled. Incidentally, all brandies which are maturing in casks are tasted four times a year, in order to keep a close watch on their development. I was told that these one or two casks of 1875 are quite unique, irreplaceable, and therefore of doubtful value. Regarding my reader's last question, I am told by the auctioneers of the wine trade, that his bottle might fetch £8 to £10. So my advice is to broach the bottle. There is a good chance that a memorable drink will be found inside. Naturally, I, and other readers as well, would be interested to have a report.

" Unfortunately one's chances of tasting a Château Grillet wine are very remote, except at Vienne or Lyon," says André Simon in his book *Wines and Spirits* (Charles Skilton Ltd. 25s., published 1961). This small vineyard of the Côtes du Rhone enjoys a unique reputation for its white wine, which has been likened to Hock. It has been owned by the same family since 1650, and the smallness of the quantity produced on its less than 2½-acres-steep hillside may have contributed to the exquisite quality maintained. This tiny vineyard has its own *appellation contrôlée*, a rare distinction, and it is not surprising that the wines are almost never seen outside the immediate area. The total yield in 1961 was three hogsheads. The whole output has been bought in past years by two restaurants nearby and a few private customers. (The structure of the wine trade in France is quite different from that over here; much wine is sold direct by growers to consumers.) It is beyond question that Château Grillet makes a noble wine, for only the Viognier white grapes are used, and the fruit is encouraged to develop " pourriture noble " before picking.

It is good news that in future years a limited supply of this famous wine will be sold to wine-merchants outside France. I hear from Messrs. Asher Storey and Co., the London shippers, that they will have an allocation of the vintages to come, to be distributed to their clients here and overseas. The 1960 wine is due to reach their London cellars in April, but, alas, most of the shipment has already been promised to those merchants who applied to them unsuccessfully for the 1959 wine, when a minute quantity had been imported for the first time. This means that anyone interested in getting a few bottles of this unusual wine should lose no time over ordering it now from their own wine merchants. The shippers were not able to give me the price yet, but I do not think one should expect much change out of £2 for a bottle.

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Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1.
SATURDAY, MARCH 17, 1962. Second-Class Postage paid at New York, New York.

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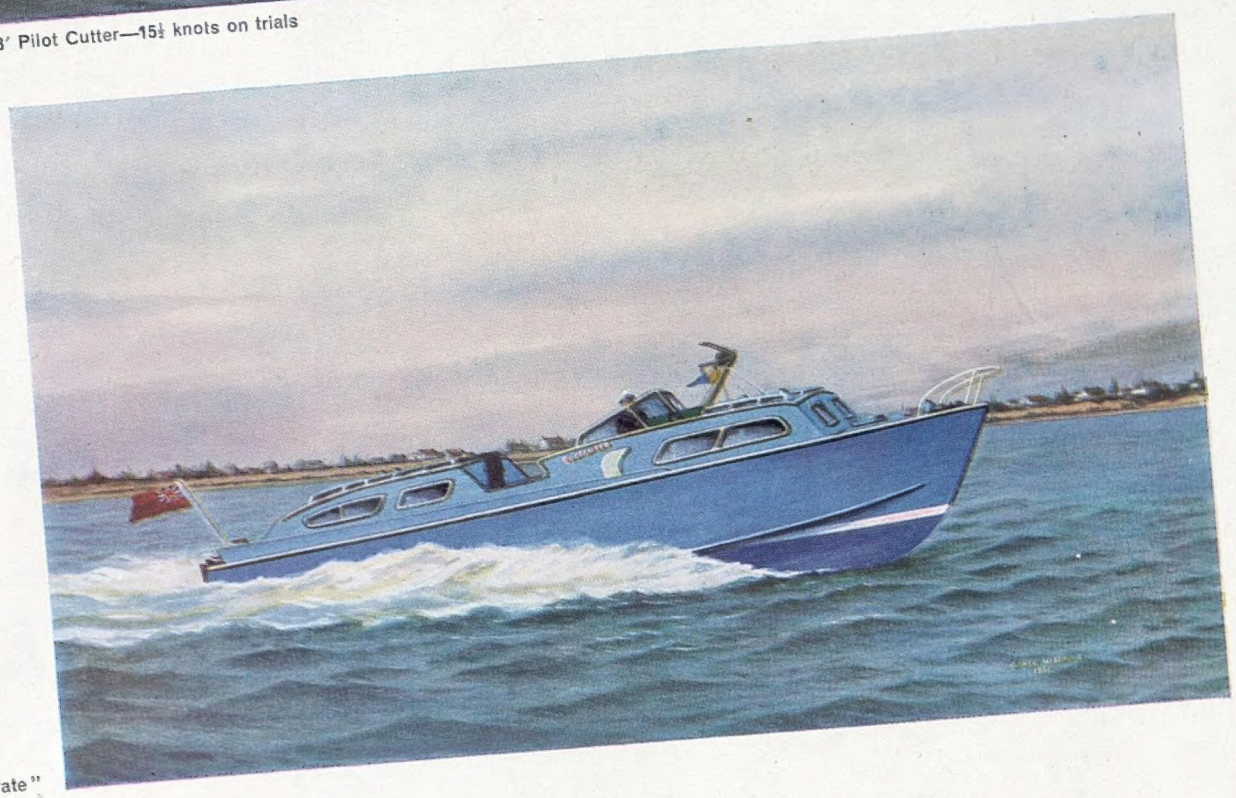

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